MARCH 20, 1953

1/-

The Autocar

FOUNDED 1895 LARGEST CIRCULATION

"Th-This is the worst s-s-surface I've ever s-struck!" complained the Passenger as the Lockheed Test Car bounced over the pavé on the test circuit.

"It's meant to be" said the Lockheed Test Driver cheerfully.

"Wh-wh-wh-why?"

"Because it proves that if Lockheed Brakes will behave on this surface they'll behave anywhere". To prove his words he slammed on his brakes—and the jarring and bumping miraculously ceased.

The Test Driver looked well satisfied—the Passenger positively glowed with relief.

Unremitting practical test under all conceivable conditions is just one of the vital factors in

Lockheed *LEADERSHIP*

REGD. TRADE MARK

The Proof is on the Roads, where 80% of the world's cars fit Lockheed Hydraulic Brakes

AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA

C.J.L.

Another magnificent achievement . . .

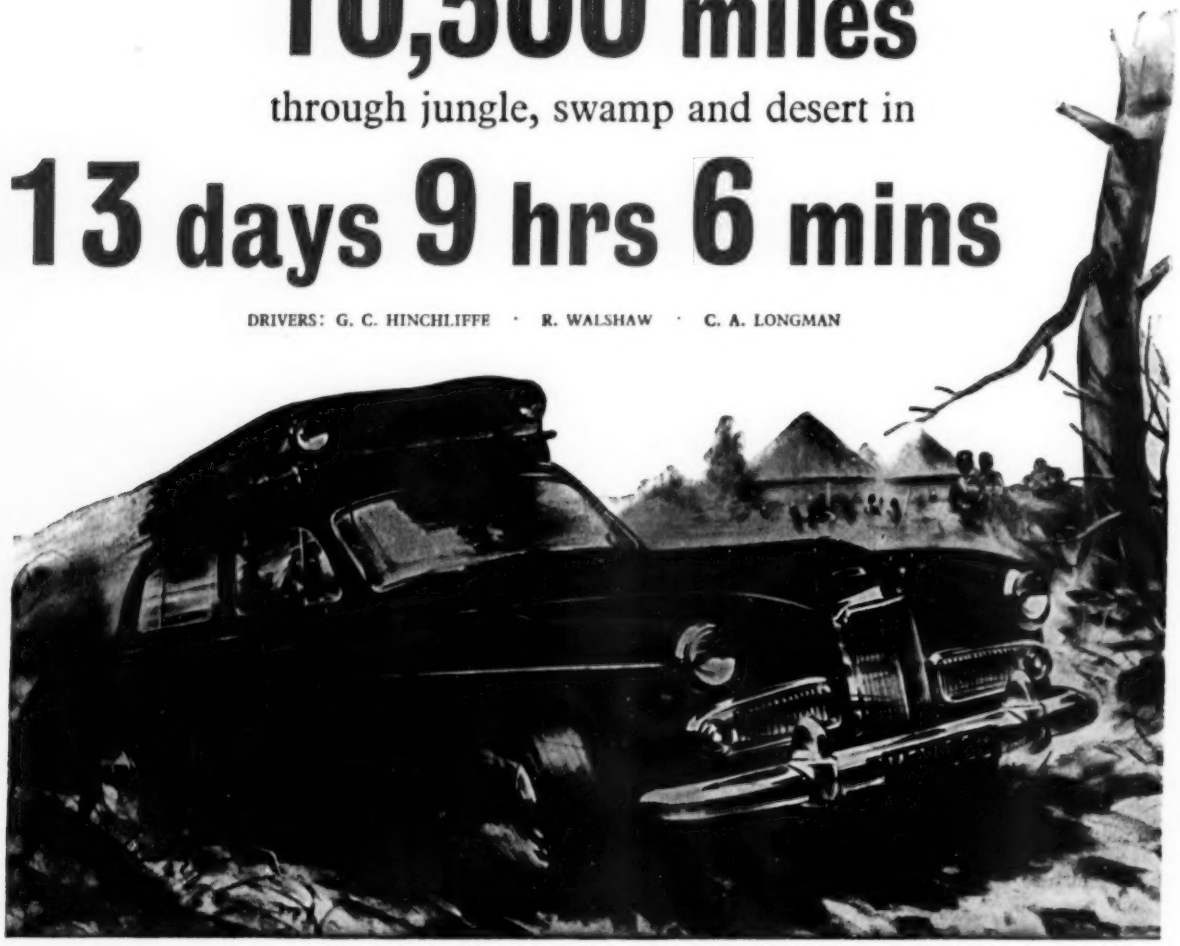
LONDON TO CAPE TOWN IN RECORD TIME

10,500 miles

through jungle, swamp and desert in

13 days 9 hrs 6 mins

DRIVERS: G. C. HINCHLIFFE · R. WALSHAW · C. A. LONGMAN



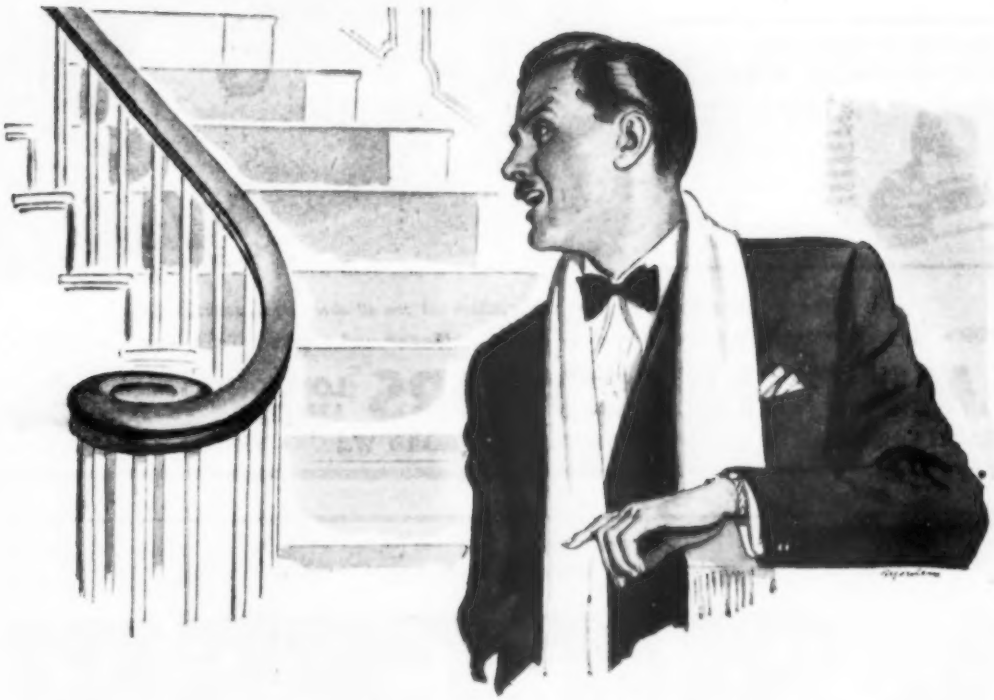
A new HUMBER SUPER SNIPE, straight off the production line, has slashed 8 days 10 hours 39 minutes off the previous best time for this arduous journey. Driven night and day across continents, through trackless deserts, swamps and jungle, the Humber Super Snipe has again proved its qualities of absolute reliability, rugged stamina and dynamic power, covering 10,500 miles at an average speed of over 32 mph including stops. A fine performance by car and drivers.

FURTHER CONVINCING PROOF OF THE ENDURANCE, RELIABILITY AND SPEED OF

The NEW HUMBER SUPER SNIPE

BLAZING A TRAIL INTO A NEW ERA OF FINER MOTORING

"Hurry up dear, we'll be late for the dance!"



" It was our first night out in months. The wife had spent most of the day fiddling with her hair and one thing and another. We got into the car, and what do you think? It wouldn't start! For over an hour I tried everything, but no, it let me down—couldn't have picked a worse time!"

This sort of thing is happening to motorists every day. "The old bus let me down badly" they say to their friends. Could it be that it is the motorists who are letting their cars down by not looking after them sufficiently? Ask at your local garage for details of the Tecalemit Specialised Maintenance Service and you'll see what we mean.

THE AUTHORITY ON LUBRICATION
OFFICIAL TECALEMIT SERVICE
PLYMOUTH ENGLAND

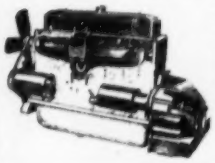
The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.

T421

A

DON'T take our illustration too literally; the Grand National is for horses—not just horsepower.
Seriously, though, if you're interested in better Bedford performance, an HML Engine rebuild is the perfect answer. Smooth, silken power, peak performance and operating economy are the hall-marks of HML rebuilds. May we send you our illustrated booklet?

VAUXHALL & BEDFORD EXCHANGE ENGINE PLAN



Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from £35

Deferred terms available.

Write now for copies of our free booklets, which tell you all about HML service

RADIO—We have a special department for car radio installation and repairs. Trade enquiries invited.

HAMILTON MOTORS (LONDON) LIMITED *Vauxhall and Bedford Main Dealers*

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SUCCESS!

..."MARKED ABSENCE OF PINKING"
..."THREE OR FOUR MILES PER HOUR BETTER"
..."NOTHING BUT PRAISE"
..."QUICKER AND BETTER ACCELERATION"

Delco-Remy OIL-FILLED COIL

—these are typical user reactions. *All* claims made for this remarkable coil have been confirmed by the sales figures and unstinted public praise. *Now* is the time to fit a Delco-Remy Oil-Filled Coil and ensure you get the best results from branded petrol. Hermetically sealed against moisture and oil-filled for permanent insulation, this coil carries a two-year guarantee.

Consult your local garage or write for descriptive leaflet.

is a better coil for ANY CAR!

LIST PRICE 36/- 6 AND 12 VOLT

DELCO-REMY-HYATT
DIVISION OF GENERAL MOTORS LTD.
GROSVENOR ROAD · LONDON · S.W.1

International
12 HOURS RACE

SEBRING U.S.A.

1st
DUNLOP

PANHARD DB

1st
INDEX OF PERFORMANCE
AND
Winner of 750 c.c. class

3H117

Subject to Official Confirmation

MOTOR BATTERY LIFE LENGTHENED BY SERVICE-PROVED PLASTIC

Porvic—developed for Services—overcomes main cause of breakdown

The life of your motor battery can be no longer than that of its separators—usually the first thing to go. Now Dagenite have solved this problem with Porvic—a microporous separator material that is practically *indestructible in use.*

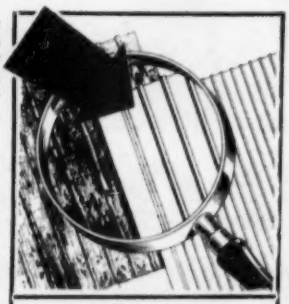
Porvic was developed for the exacting conditions of the Services' war-time needs. That testing experience, with the knowledge gained from post-war use, shows SERVICE-PROVED Porvic to play a vital part in battery economy. Porvic provides perfect insulation and resists acid attack completely. Porvic separators cannot split or puncture.

USED BY ROLLS-ROYCE

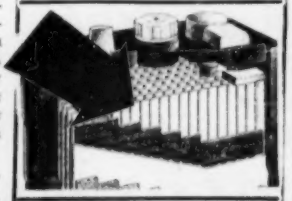
You never could buy a more reliable battery than Dagenite—used by Rolls-Royce and London Transport, fitted on Britain's life-boats, and chosen by the de Havilland Aircraft Co. Ltd. for their famous Comet Jetliner. And now, with normal attention, your new Dagenite will give you even more years of faithful service. A Dagenite costs no more than ordinary batteries—and is *guaranteed.* The name is stamped on every genuine Dagenite battery—look for it when you buy.

SEND FOR THIS INFORMATIVE CHART

Free on request! An informative chart packed full with useful information—which Dagenite battery is best for your needs, prices, maintenance tips, etc. Write for Folder CDH 106 to Holsun Batteries Ltd., 137 Victoria Street, London, S.W.1.



Until Porvic, wood was the best-known separator material for motor batteries. But, unlike Porvic, this was not indestructible. Diagram shows wood and Porvic after normal use. See how wood disintegrates while Porvic (arrowed), is unscathed.



Porvic in position—separating the positive and negative plates for all their long life.

DAGENITE

MOTOR BATTERIES

First with Porvic—Foremost with Porvic

give you a longer run for your money

Jubilee

EITHER IT IS
—or it isn't!

JUBILEE has been our registered trade name for 30 years, and may not be used to describe any other clip.

THE FINEST CLIP *in the world*

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Hexagon, Bihexagon, Square and Bisquare Sockets. Midget to Giant.

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SEE OUR STAND No. D.532
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THIS SPRING

Set your horsepower free

with Carbon-dispersing

Mobiloil

REGD. TRADE MARK

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REGD. TRADE MARK

Britain's newest petrol – for flying horsepower

If Mobilgas is not sold in your area, have your tank filled up whenever you see a Mobilgas pump in your travels

VACUUM OIL COMPANY LIMITED · LONDON · S.W.1

Road Safety demands that you take no chances. *Don't accept anything less than the best lamp*—choose a NOTEK. A NOTEK "Roadmaster" gives you a beam nearly 80 feet wide and shows the way ahead for nearly 300 feet . . . an evenly illuminated field that ensures safe, dazzle-free driving.

A NOTEK "Speedmaster" has an extended range of about 400 feet. No other lamp can compare in construction and performance — in efficiency and economy with a "NOTEK." Look for the blue spot and ask your Motor Agent for fully descriptive leaflet.

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BRITISH MADE FOR SAFER DRIVING IN FOG AND DARKNESS

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The BARNACLE Regd. ACCESSORIES

CORONATION LICENCE HOLDER

British and Foreign Patents applied for

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"Curvemaster" for curved screens.

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"It Sticks Like a Barnacle"

SOLE MANUFACTURERS :—

BARNACLE LTD. CROYDON

CORDS RINGS SAVE PETROL

They also save oil and reduce wear. How they do these things is explained simply and non-technically in our booklet "The Truth about Cylinder Bore Wear."

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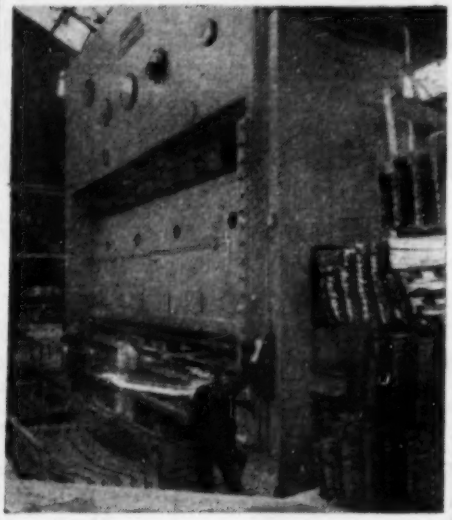

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Here, at our works at Ettingshall, we manufacture heavy and light chassis frames, axle castings, etc., for many of the foremost automobile manufacturers in this country and abroad. We also produce rail car frames and bogies, and steel pressings of various designs for railways.

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A MEMBER OF THE JOHN THOMPSON GROUP

NIGHTS ARE STILL LONG-

fit the light that can't fail

Have you made certain your car has adequate rear lighting at all times?

Every year neglect of this precaution causes 3,400 casualties, in fact, *just under ten every night.*

NOW IS THE TIME TO TAKE ACTION

Now—when nights are lengthening—is the time to fit **FAIRYLITES**—to protect you in case your rear light should fail. For **FAIRYLITE** reflectors are clearly visible at the full range of any normal headlamp.

So don't delay. **FAIRYLITE** reflectors only take a minute to fit and will protect you for life.

FAIRYLITE

PROTECTS YOU FOR LIFE!

Ask at your local garage for a FAIRYLITE reflector today; or if they don't stock FAIRYLITE write to—
FAIRYLITES LIMITED, CHALEX WORKS, SOUTHWICK, SUSSEX, ENGLAND.

No. 66 Dia. of reflector 1½" Dia. across flange 2⅞"
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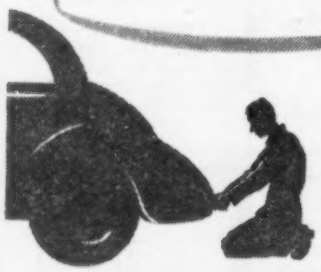
No. 68 Dia. of reflector 2¾" Dia. across flange 4¼"
Similar sizes available for Bumper Fitting Type.

"HUSH-HUSH" job for this coming summer



The return of branded petrol brings the promise of really good motoring this summer—but even this happy prospect can be improved upon. By fitting a Ce-Last Silencer you minimise back pressure and get the maximum power and M.P.G. from your car.

—he's fitting a CE-LAST REPLACEMENT SILENCER

A wide range of Ce-Last Replacement Silencers is available. Ask your local garage to give you details of the right Silencer for your car.

SILENCERS (BOLTON) LTD. WATERLOO ST. BOLTON, LANCS.
Tel.: Bolton 4240 (2 lines). Grams: 'Silencers' Bolton.

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Prices are lower, travel is easier, before and after the Summer peak.

For details of areas of particular interest to you, apply to the

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Equip with KING DICK

King Dick Individual Car Tool Kits are now available to suit your car.

Illustrated, explanatory leaflets, listing the correct kit for your particular car, will be sent FREE on request, or details may be obtained from your local dealer or garage. Set No. TKM 513, at left above, is priced at 65/- each and Set No. TKM 617, on right above, is priced at 111/6 each.

R/XI/33/1

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Use Robbialac Brushing Cellulose on mud-guards and to touch up scratches and paint cracks the moment you notice them. Rapid deterioration of appearance (and market value!) soon follow if rust or dirt get a chance to eat into the metal. *That's why speedy "touching-up" contributes to good running order.*

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Robbialac Brushing Cellulose is free-flowing and dries dust-free in 15 minutes. Gives a smart, smooth, "showroom-finish" and a really tough protection against oil, grease, petrol and the general wear and tear on the road. There are 20 modern colours (as well as black, white and aluminium) . . . and you can mix two colours for some of the smart, new 'in-between' shades. Keep a tin on your shelf — it can also be used for jobs around the house.

BRUSHING CELLULOSE

From all good Garages, Motor Dealers and Paint Shops, in ½-pt., ¼-pt. & ⅛-pt. tins.

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It's tough on a carburetter! It has an exacting job to do all the time from the moment you press the starter until you switch off the ignition. Gradually over many, many miles, wear and tear begin to take their toll and before you may realise it performance deteriorates and petrol consumption goes up. No engine can give of its best when the carburetter is worn.

It may be later than you think...

WHERE YOUR CARBURETTER IS CONCERNED!

SERVICE EXCHANGE PLAN. Most cars on Britain's roads are Zenith equipped. Exchange your worn carburetter now for a new unit of the same type. A big cash allowance is made for the old carburetter which means that *for a few pounds you can restore economy and efficiency to your engine.*

CONVERSION PLAN. If you have another make of carburetter, or an early type Zenith fitted to your engine, this plan will give you latest Zenith carburation with *more power from less petrol.*

ZENITH

CARBURETTERS

Go to a Zenith Agent and be sure of genuine Zenith service

Most cars on Britain's Roads are Zenith equipped

THE ZENITH CARBURETTER CO. LTD
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Please send me details of your Service Exchange/Conversion Plan and name and address of your nearest Service Station.

NAME .....

ADDRESS .....

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MAKE OF ENGINE ..... *H.P.* ..... *YEAR* .....

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Chromium Plated
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We have a wide range of car mascots in solid bronze chromium plated. Send for illustrated Price List.

UNION JACK PLAQUES

Specially made for fitting to the sides of your car bonnet. Enamelled in colours and supplied complete with nuts and bolts for fixing. Price per pair **£2-2-0**. Actual size 3" x 2⅛".

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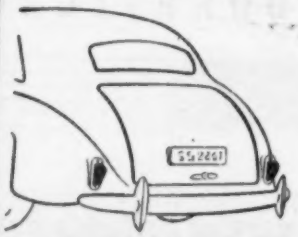
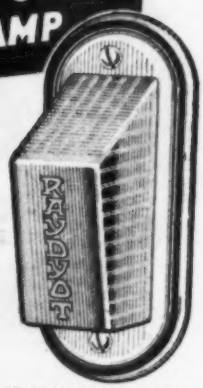
New RAYDYOT STOP & TAIL LAMP

Modernise your car, and make driving safer, with a pair of these smart, easily fitted lamps. Completely waterproof, beautifully finished, styled and constructed for modern service.





No. ST11/2030. Chrome Finish. For 6 or 12 volt. 30/- per pair complete with bulbs. Most good garages stock.

JAMES NEALE & SONS LTD.
GRAHAM STREET, BIRMINGHAM 1.
London Depot: 95, Pimlico Road, S.W.1

* Is she heavy on oil?

If so, it is time you saw your garage about a rebore and a set of

The most advanced and effective replacement piston yet produced giving—

NEW ENGINE PERFORMANCE, LONGER CAR LIFE

COVMO

XL

DE LUXE

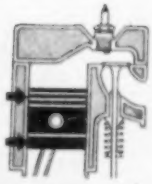
PISTONS

Descriptive leaflet from

BRICOVMO LIMITED
COVENTRY ENGLAND

Care-free with Covmo!

NEW features which protect your engine



Pistons and cylinders are vital to engine efficiency

CHROMIUM PLATED TOP RING

The most recent and far-reaching development in piston research. The layer of hard chrome on the working surface of the top ring in contact with the bore not only virtually abolishes ring wear but also reduces wear of the bore by more than half. The combination of a tapered periphery ring in the second groove, with this chromium wear-resisting ring successfully achieves the dual objects of good bedding-in and long life of the respective working surfaces. Full engine efficiency and economy are maintained for TWICE THE NORMAL PERIOD. The well known Maxigroove Oil Control Rings are fitted to ensure satisfactory oil control.

BLACK GRAPHITED SURFACE
checks running-in wear.

The smooth black surface of the XL de Luxe piston is an impregnation of colloidal graphite. This is remarkably tenacious, lasting for the whole of the average run-in period. It provides extra lubrication during the critical early period before the new bore is fully lapped by piston action. This is another brilliant new feature which means longer life and far greater refinement of running than has ever before been possible.

FULLY FASHIONED SKIRT

XL de Luxe Pistons in addition to giving you the Long Life Rebore also give you smoother running. Each piston is ground with compound ovality to produce a skirt form fully fashioned to fit the bore perfectly at high temperatures. New standards of quietness and smoothness result

Get a good run for your money—

Fully descriptive leaflet describing these wonderful Pistons post free from BRICOVMO Ltd., Coventry.

ANNOUNCEMENT BY THE DIRECTORS

WITH the approval of the Board of Trade, the name of D. H. LOMBARD LTD. has been changed to:

Credit Finance London
LIMITED

There has been no change of address or telephone number and under its new name the Company will continue to give the same high standard of hire purchase and other financial facilities and advice as in the past from its offices at:

Cyprus Chambers, Regents Park Road, London, N.3

Telephone No. Finchley 1191 Telegraphic Address: Finchley 1191

The change has been made by mutual agreement with Lombard Banking Limited of Lombard House, 5 Aldford Street, London, W.1. to prevent any confusion which might arise from the rapidly expanding activities of the two companies.

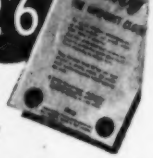
SOME PEOPLE DON'T USE

SMOG
THE ANTI-MIST CLOTH

For comfort and safety the SMOG anti-mist cloth is essential to the motorist. Just wipe over the windscreen with the SMOG cloth and it's clear for hours.

- One cloth gives constant use for several months.
- Does not smear.

2/6



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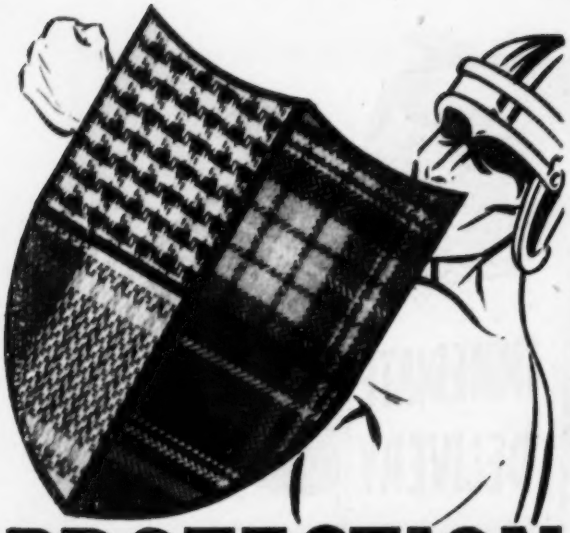

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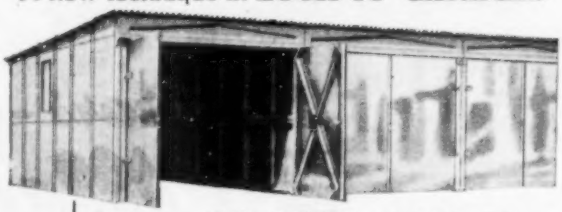

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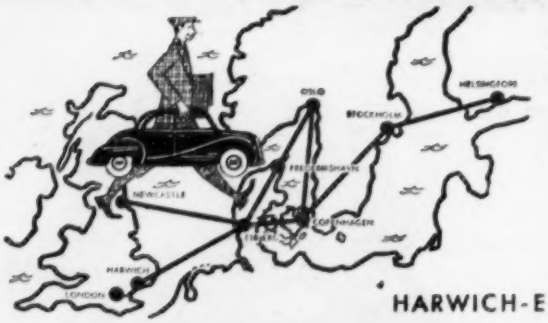

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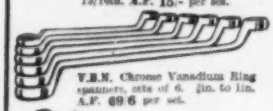
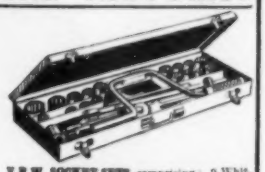


V.B.N. Chrome Vanadium Ring spanners, sets of 6. ¼in. to 1in. A.F. £9 6 per set.



V.B.W. SOCKET SETS comprising: 9 Whit. sockets ¼in. to ⅞in. Whit. 9 SAE sockets 7/16in. A.F. to 31/32in. A.F. 1 speed brace, 1 long extension, 1 short extension handles, 1 ratchet handle, 1 slide bar, 1 universal joint. £8/15/- per set.

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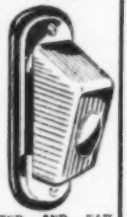

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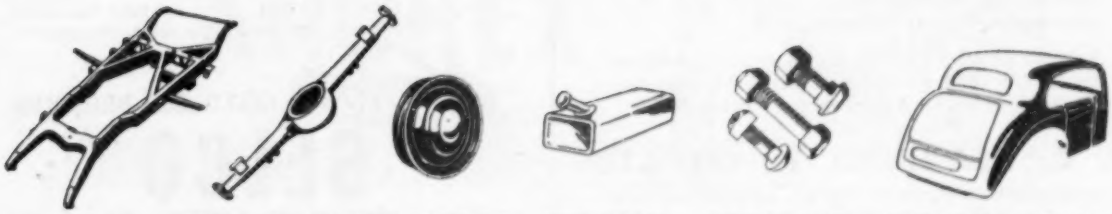

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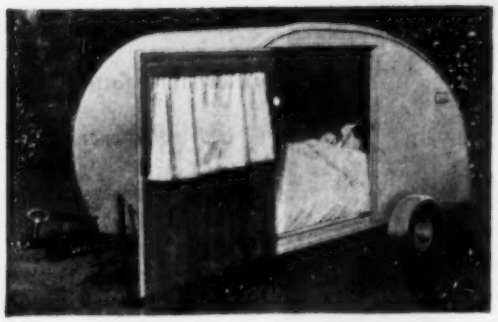

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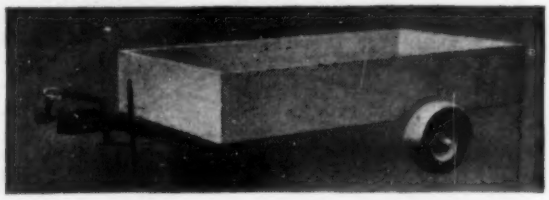

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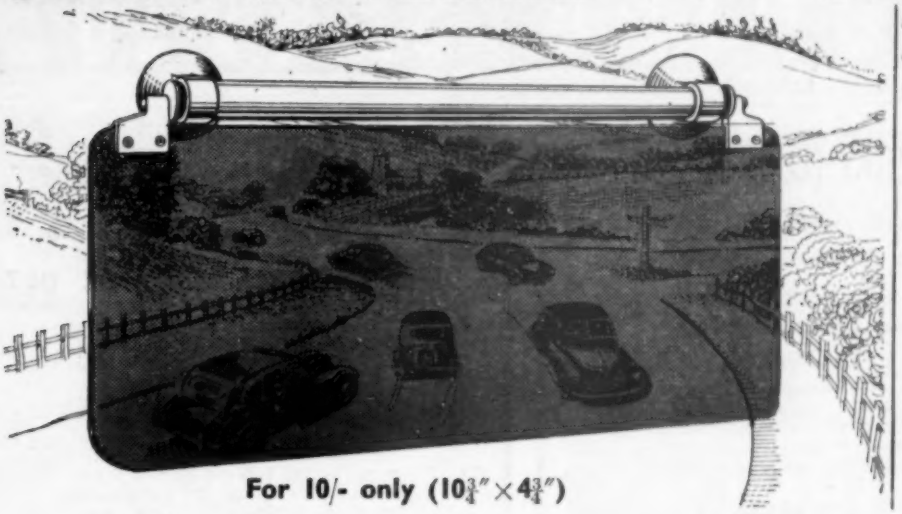

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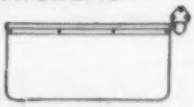

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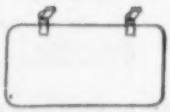

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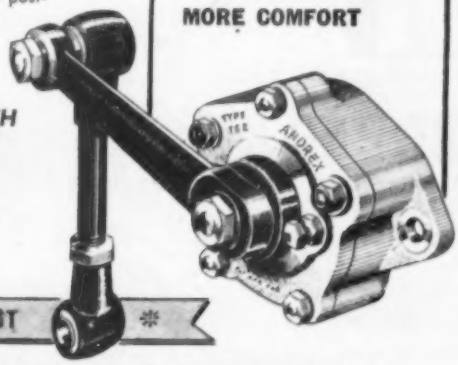

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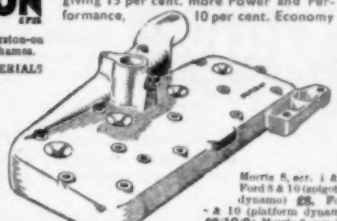

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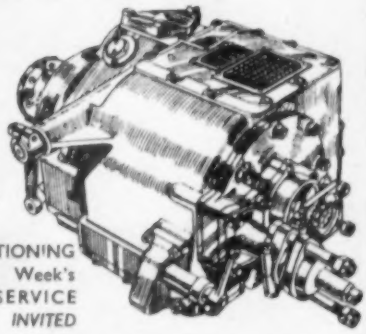

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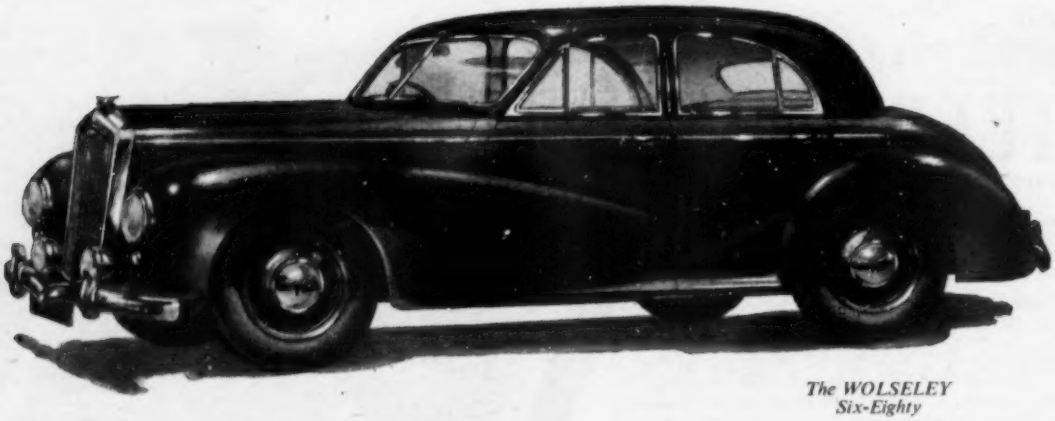

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The Autocar
FOUNDED 1895

No. 2990 *Friday, March 20, 1953* Vol. XCVIII

Are the French Right?

AN account of some extremely interesting head lighting experiments will be found in this issue (page 365), which have resulted in apparently unchallengeable conclusions on the subject of dazzle. The author is a doctor who is known in motoring competition, and his test apparatus was a simple rig which has some affinity with Service apparatus used for similar purposes.

He makes three main points. There is no such thing as a "standard eye," the eye not being comparable with a light-measuring instrument; a hooded light source is notably less dazzling than an unhooded one, and yellow light is notably less dazzling than white. In view of the present intermittent controversy and the increasing restiveness of the French over foreign cars bearing white lights, the last conclusion will for the moment attract most attention.

There are certain features of Doctor Smallhorn's experiments which need consideration before his conclusions are accepted in full, although there can be no quarrel with his contention that there is no such thing as a standard eye. His test rig was the head lamp under test, with a rheostat-controlled pilot light one inch from it. When the head lamp was switched on, the pilot light was dimmed until it was just invisible through the glare, then the head lamp was extinguished and the number of seconds counted before the pilot light became visible to the observer. This figure was called the "dazzle factor," and on the length of the dazzle factor the author's comparisons are made.

It seems, however, that they must be less telling than they might have been because of the variation in brilliance of the pilot light, which introduces a second and unwanted variable in addition to that of the head light. Obviously the pilot light that is only just invisible past a very dazzling head lamp will be much brighter than that which similarly matches a non-dazzling lamp, and will therefore become visible sooner than would the latter to the comparably dazzled eye. This point is made by star visibility on a really dark night, and it seems that Dr. Smallhorn would have achieved a stricter comparison had he standardized the pilot light brilliance at that just needed for invisibility with the least dazzling head lamp under test. None the less his conclusions are not nullified, only rendered less telling.

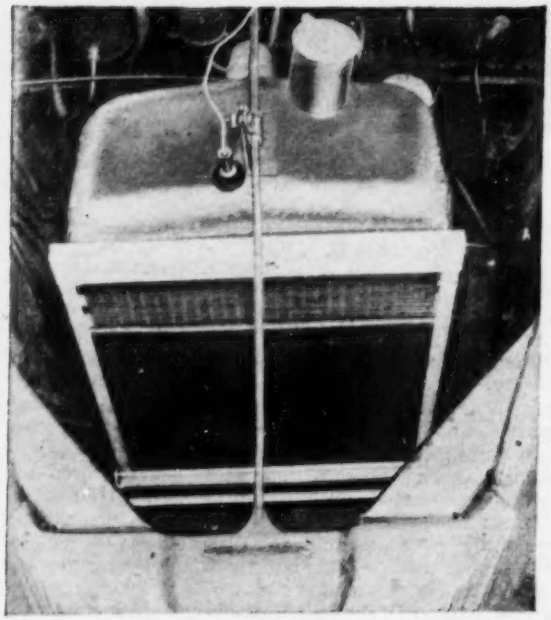
A still further complicating factor enters into the conclusions reached concerning the best anti-dazzle features. Dr. Smallhorn used a hooded light source and yellow light, and records a dazzle factor 40 per cent shorter in time than for the same lamp white and unhooded; 25 per cent of this was attributed to the hooded source and 15 per cent to the yellow light. But in this instance the effect of the undesirable variable will have been exaggerated by the fact that the interposition of the yellowing filter reduced the light intensity by 10 per cent, so that the pilot light will have been "detuned" (a) to compensate for the reduced dazzle of the hooded source, (b) to compensate for the reduced dazzle of the yellow light, and (c) to compensate for the reduction in light intensity caused by the yellow filter. What is indisputable is the 15 per cent greater dilation of the eye's pupil with chrome yellow as against white light, and the author deserves commendation for at last positively linking this physical factor with car head lighting.

None of these reservations is intended to detract from the conclusions, but merely to assist in an assessment of them. Their consideration at such length is, indeed, an indication of the importance which we attach to the results. It is to be hoped that scientific bodies engaged in the investigation of the dazzle problem will take over the experiments where the doctor left off.

What seems established beyond reasonable doubt is the wisdom of the French in standardizing yellow head lamps. Safety at night in the face of other lights is not solely a matter of dazzle; it is also the very important "seeing distance" past the oncoming lights. The two are so closely interrelated, however, that there is no fear of such anti-dazzle improvements as are recorded by Dr. Smallhorn acting adversely on seeing distance. Common sense suggests that yellow light can only be beneficial in this respect. In the interests of road safety the work on this subject should be accelerated.

M.P.G. AND

Accounting for a 30-55 m.p.g.



A Welfit radiator blind on a Ford Prefect, in a position found suitable for local runs in cold weather. To maintain an 85 deg C running temperature, the greater proportion of the radiator is blanked off. The blind is used in conjunction with a radiator thermometer, the bulb of which has been planted in the header tank through a large rubber grommet, in which the cylindrical bulb is an interference fit. The blind fabric remains stationary in relation to the honeycomb and has been found not to chafe ; the roller is inside the metal housing, which is raised and lowered by a sheathed cable control from the facia.

BRANDED fuels have turned out to be even better than was expected. Instead of being a reintroduction of the pre-war grades, they have proved to be a great improvement on these, taking advantage of new refining techniques; even the "ordinaries" are more than the equal of Pool. The possibilities arise of a retuning of the innumerable small side-valve engines still in use, some of which, including those in the Morris Minor and in the Ford Anglia and Prefect, are still in production. Many owners are thinking of alterations, small and not such as to affect reliability or engine life, but usefully increasing acceleration and hill-climbing or improving m.p.g. That little more so greatly increases the pleasures of driving. A score of factors are involved: ignition timing, temperature control, compression ratio, oversize tyres and tyre pressures, nature of use, driving methods, and so forth.

But it is, I think, timely to remind ourselves how much m.p.g. depends on driving methods, speed, and the service in which a car is engaged. Alterations in tuning, which can alter only very slightly the basic design and characteristics of a car, ought to be seen in their true light as minor factors in m.p.g. We think of m.p.g. first, of course!

Innumerable accurate petrol consumption tests for long journeys, by the alternative methods of running from dry tank to dry tank again, or filling and refilling right up to a mark in the filler neck, have given me astonishing variations. My car (a Ford Prefect) has, it seems, no definite m.p.g. figure: it varies between 30 m.p.g. and 55 m.p.g.

A worn-out or new engine, good or bad tune (barring some grave defect), are minor factors, and loads and speeds everything. Here is a tabulation of some runs and their results: except for (d), which was 50 miles, all were over long distances, none under 100 miles: —

	m.p.g.
(a) Test run with standard 4.50 × 17in rear tyres at 28 lb per sq in	36
Test duplicated with tyres at 24 lb	34
Test duplicated with 5.50 × 17in rear tyres at 28 lb per sq in (very hard for these bigger tyres)*	40
All following runs with the bigger tyres; Pool or ordinary petrol; cruising speed 45-50 m.p.h. Tune: maker's standard setting throughout.	
(b) Surrey to Cornwall, driver and suitcase only. Cruising at 45 m.p.h. Freezing or near. Much hilly country	36
Same trip and cruising speed, 3 persons and luggage plus a small library of books	31
(c) To Cornwall, one person in car, 40 m.p.h. head wind	32
Return at same cruising speed, 40 m.p.h. following wind	40
(d) Enjoying-the-country run up Thames Valley, alone, cruising speed 30 m.p.h. Undulating country	42
The same run with light (attractive) passenger who did half the driving	37
(e) Out of petrol and short of money in Eastern counties: Return to point 20 miles west of London, using fuel economy driving technique, tyres blown up to rock-like 35 lb all round	54½
(f) Trip to Spain, two persons, much luggage, camping kit, cruising at the usual 45-50 m.p.h. over most of the way (40 miles covered during an hour on occasions)	30½

* The tyre maker's recommended pressure and rolling radius figure, for a given tyre, presumes the use of that tyre on a car of corresponding size and weight. A big tyre on a small car will be "too hard" at recommended pressure.

These wide variations can be accounted for, and I have been able to learn much from them. The runs recorded are only a sample; so many have been measured that I find myself, at an early stage of any given trip, able to forecast with considerable accuracy what the final consumption figure will be. The first in my list (a) shows what a great influence tyre pressures do have on m.p.g. To record this exactly, the Tapley meter used for road tests was mounted on the car; but coasting at 10 m.p.h., the usual speed for lb per ton tractive resistance tests, it showed no reading at all when the tyres were very hard. It is a sensitive instrument, and on modern cars fitted with "pudding" tyres records quite high readings of lb per ton. (And the same thing happened with the specially prepared Jowett Javelin with which Gordon Wilkins won the *News Chronicle* economy competition last year.) The large 17in wheels have, too, an advantage over very small wheels in the matter of rolling resistance.

Loaded

The same trip carried out loaded and light (b) shows the great influence of a heavy load on a small car, as does the Continental trip (f). Both these 30-31 m.p.g. recordings would certainly have been equalled by one of the better modern 1½- or 2-litre cars following behind with the same load, at the same average speeds; for it would have been sauntering along in its most economical mood. For the larger family, the heavier load, the higher average speed, the small car is not more economical with petrol, and has a faster rate of wear and tear. Its advantages in the matters of first cost, insurance and tyres remain.

I can illustrate this point with the experience of a colleague who has recorded his m.p.g. over 24 gallons in a 1½-litre Riley, on daily trips between his home in East Berkshire and *The Autocar* offices in London. Conditions: 20 miles of built-up areas to 30 miles derestricted, cruising speed on the latter 60 m.p.h. where conditions permit, all flat country. He recorded 30 m.p.g. (actually 30.01), and this excellent result with a quite large and heavy car I should attribute to an efficient o.h.v. engine, driving through quite a high top gear; low build, big wheels, and a reasonably aerodynamic shape; very smooth driving and a sensitive touch; confidence and the avoidance of unnecessary checks (though he is a rather cautious driver); and an extremely crafty route, avoiding congested stretches. If, driving like a Greek fury in my much smaller and slower car, I succeeded in hanging on to

THE SMALL SIDE-VALVE

Variation in One Motorist's Ten . . . . . By J. R. DAVEY

his tail, I should be surprised if my Ten bettered 30 m.p.g. I must also not forget to record that he uses a cross-blended oil in the sump, on which he has dilated in the past. These "thin" oils must help.

The effect of head winds (c) is too obvious and well known to require amplification, but it is worth noting that I have experienced exactly similar deteriorations in m.p.g. with a strong side wind. The runs (d) have an equally obvious moral; the refinements of judgment and touch implied in economical driving require much concentration. They imply also the steadiness of a well-planted No. 9 golf shoe; the precarious tottering of a high heel will not do.

Economy begins with the foot. It must be well planted, and may well be steadied by resting the side of the shoe against the trim panel, while its job is not merely to open or close the throttle as though it were an electric switch, but to meter to the engine the mixture it requires, and no more. After a check, speed can be regained with the throttle initially quite wide open, until engine speed rises and the acceleration improves, when it can be progressively eased back. With my own Ten, a lot of throttle is required for a satisfactory rate of acceleration from 20 m.p.h., but very soon it improves; at 27 m.p.h. it is at its best (maximum torque point), and remains good up to the early forties.

Squander Bugs

In general, one should try to keep short of the point where the acceleration jet and well (or pump) come into action, for the device is a generous spender of petrol; much of the economy of the old vintage cars arose from the fact that they did not have such an extra jet, and if you opened the throttle too suddenly they just faltered or spat. It is worth finding out at what point of throttle opening this extra jet comes into action, and also studying what it does by temporarily blocking it with a bit of matchstick, but do not keep it out of action for ever. At full throttle, as when climbing hills, it supplies part of the petrol in a correct mixture, and its absence will cause a dangerous weakening, and possible loss of valves, also a staggering pick-up and poor acceleration.

In climbing hills on top I have found over and over again that easing back the throttle a fraction from full open, with the engine throbbing, to the boundary line between the full-throttle throb and the light-running hiss, makes not the slightest difference to the speed recording. Similarly, when the car pinks as it climbs, easing the throttle a fraction until pinking ceases makes no difference to the speeds. S. C. H. Davis has recorded cases of racing cars that were faster with the throttle eased back. So I now think like this: "This is the best speed she will make up this hill. What is the least throttle she will make it on?" Each instance of this throttle watching is a trivial saving, but there are thousands in a long journey. One derives some consolation for having a decidedly audible engine from the reflection that it is financially, if not æsthetically, beneficial to be able to hear one's engine, but all engines can be heard much better with an air cleaner removed.

Riverboat Shuffle?

To return to runs when consumption was recorded, for a quite familiar run to Derbyshire at a fast average speed, forecasts of time of arrival, and oil consumption proved correct, but an m.p.g. of 32 was quite unexpected, for 34-35 had been predicted. An important and little regarded factor, I think, was responsible. The car had no dampers, which were away for overhaul, so cornering and road-holding generally, and also the steadiness of the foot, were ghastly (a milder word will not serve!). The incessant slowing and acceleration which this made necessary produced the same effect as inexperience and lack of skill, and one cannot expect good m.p.g. without good dampers, good brakes and directional stability. It is essential to roll steadily and monotonously along like Ol' Man River.

When the car is heavily loaded, a further deterioration in m.p.g. is produced by the fact that I do not then care to coast down the steeper and longer hills, as it asks too much of the brakes. With the tyres hard and rolling resistance low the car coasts happily down quite gentle descents, and on steeper ones little is asked of the brakes of so light a car unless there is a heavy load carried. I slip into neutral, too, when coming down from 50 m.p.h. to a halt, and in undulating country drive with one hand, the other on the gear lever, constantly slipping in and out of neutral. (What happens if a front tyre bursts? One did, once, and the answer is that one hand was quite strong enough.) Normally, the car is not driven with economy alone in mind. The first thing, on frequent long business journeys, some entirely by night, is to get there as quickly as possible without over-revving, which in a Ford Ten implies 45 m.p.h. or, with the oversize tyres, 50 m.p.h. as a cruising speed.

My freak run at 54.75 m.p.g. was done with the tyres most excessively hard, and using that extremely boring and troublesome technique of accelerating, coasting, accelerat-

An efficient o.h.v. engine driving through a 4.89 to 1 top gear gives a fuel consumption of 30 m.p.g. on this 1½-litre Riley.

When a tyre is inflated to a pressure higher than normal, its rolling resistance is greatly reduced, for, as can be seen in this picture, it flexes very little under load. This tyre is an oversize 5.50—17in, fitted in place of a 4.50—17in on the rear wheel of a Ten, and run at 28 lb per sq in. A test of rolling circumference is being carried out. A mark on the tyre wall at bottom dead centre is used to make two matching marks on the road, recording one turn of the wheel. A plumb line is used between hub centre and the mark on the tyre, to ensure accuracy of bottom dead centre.

daily local runs the car will go for a week with the blind closed all the time. Experimentally, the blind has also been kept closed from Central London to a town 22 miles out, on a frosty night, and one rather suspects that this experiment is excellent training in economical driving; one just must not burn too much petrol! With lavish use of coasting, the water temperature was kept below 95 deg C, although 29 m.p.h. was averaged, half the journey being on derestricted roads.

"You, too, can . . ."

Do economy devices help? In summer the experiment was tried of running with a proprietary extra air intake, which admitted air only on the overrun and when cruising, shutting it off for acceleration or maximum speed by a connection between the inlet manifold and a piston. On Pool petrol this led to overheating and severe running-on after switching off the engine, so the engine is one that at high cruising speeds will not tolerate a weakening of the mixture. The standard carburettor settings match my particular rate of progress; the plug points are always the correct dark iron grey, and decarbonizing is never necessary. If there is no means of maintaining running temperature on a car, so that it is always cold, it is easy to make a wrong deduction from black, sooty plugs and a somewhat rich exhaust. These things may indicate chilliness and not wrong mixture. Good brakes are used as little as possible, but the fact that they are available assists the maintenance of a steady speed, for

M.P.G. AND THE SMALL SIDE-VALVE . . . . . continued

ing, coasting, and keeping up a very poor average speed indeed.

A check on consumption on a level part of a journey, and again on an undulating one, with hills such that they could all be stormed on top gear, and descents which could be coasted at speed, indicated that as regards m.p.g. there is not a great deal of difference. Here nature is forcing on you what must consciously be done on the level in maximum-economy driving. The engine works at its most efficient, taking in a full charge which gets highly compressed and expands when burnt to give good value. But, by keeping off the accelerating jet, the charge is not excessively enriched.

With an overdrive the engine must produce the same energy, but it does so more efficiently, with fewer but better charges.

Hard on the Sherpas?

In a country of *steep* hills, of course, m.p.g. drops sharply. To dismiss the rest of the extreme economy, or competition-winning technique, it may be added that I would not dream of using oils and greases thinner than those recommended by the maker of the car, and, indeed, use S.A.E. 30 oil in winter. Nor do I care for tyres so hard as to make a car rattle and to be deficient in grip on wet roads.

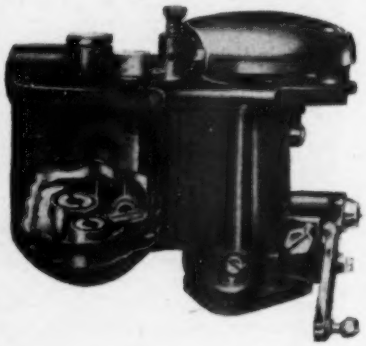
I would rather give up motoring than save petrol by the full economy techniques. I like freely to employ my full acceleration when passing the traffic on a main road; but this does not prevent 40 m.p.g. being achieved in all my pleasure motoring, with light loads.

The use of S.A.E. 30 oil in winter requires explanation. To control temperature, the car has a radiator blind, in alliance with a thermometer, and the running temperature is maintained at 85 deg C in both winter and summer. At this temperature it has been found that the engine is perceptibly noisier on thin winter oil, and there is a steady oil consumption, which includes leakage past the front main bearing, the seal of which is in many cases not 100 per cent effective.

Rapid warming up is certainly responsible for longer cylinder bore and bearing life, and it is also a convenience. An oversize 85 ampère-hour battery being fitted, there is never any starting difficulty, and it has been found that on with poor brakes it is often necessary to slow down on the realization that they would be inadequate if, for instance, the vehicle in front were to stop. And one may hesitate to coast down hills.

In general, I think I am entitled to conclude from my experiences that, just as Mr. Colman claimed to have made his fortune from the mustard we left on the sides of our plates, so the dreaming spires and topless towers of the oil companies were built from the petrol that we poured away.

In spite of what I have said, I feel that small gains in m.p.g. may follow tuning up, although whether, if such tuning is carried to the point where one must run only on first-grade petrol, they would amount to the 6 per cent necessary to offset the extra fuel cost, I am in some doubt. But I am interested in a modest gain in performance, for our small cars with side-valve engines are not exactly exhilarating to drive. If my car ever gave me a push in the pants, I should know that I had been run into from behind by a lorry. Quite a small gain makes a little car more fun and much more effective in passing things in the occasional fleeting stretch of clear road. I have already made suspension improvements which are a tremendous gain (after experiments with six different kinds of spring dampers), and look forward to making experiments in performance and m.p.g. at altered compression ratios.



The Ford Zenith carburettor of a Model Y Eight. Of the two jets seen in the bottom of the float chamber, the larger (left) is the compensating jet, which ensures a richened mixture for the lively acceleration at moderate speeds of this small car. The main jet is on the right.

NEWS and VIEWS

A new Nash-Healey called the Le Mans, with a steel roof, has been designed by Pinin Farina of Italy. Production will be limited to test public reaction, and the prototype is now being exhibited at the Chicago Automobile Show, which closes on Sunday. The Nash-Healey convertible remains unchanged.

120 m.p.h. in a Sunbeam Alpine

THE new Sunbeam Alpine (which is described and illustrated on pages 370-371) has confirmed its début in no uncertain manner, for one of the cars exceeded 120 m.p.h. on the Jabbeke road in Belgium on Tuesday last, March 17; the driver was Miss Sheila van Damm, the well-known rally competitor.

This is a remarkable performance for a car of under 2½ litres engine capacity, and is thought to be the first time that an unsupercharged production car of this engine size has put up officially observed figures of this calibre on the road in the hands of a lady driver. The car was a tuned version of the Sunbeam Alpine, which it is proposed to make available, via a kit of necessary components, in addition to the standard model. The actual figures recorded by Miss van Damm were: flying kilometre 120.135 m.p.h., flying mile 119.402 m.p.h., both of these being the average of runs made in both directions.

On the same day, Stirling Moss also drove the car, his average speed for the flying kilometre being recorded as 120.459 m.p.h.

Exports Still 50 per Cent

SPEAKING in Cardiff, Mr. R. Gresham Cooke, director of the Society of Motor Manufacturers and Traders, said that since the war Britain had exported over 2,500,000 vehicles valued at £882,000,000. The industry was still exporting 30,000 vehicles a month, a little under 50 per cent of its output. He pointed out that had it not reached such tremendously high levels previously, the industry's present effort would have been thought very good. Germany and France were exporting about 32 per cent and 20 per cent of their outputs respectively.

PARKING METERS IN LONDON?

UNDERGROUND garages, the introduction of parking meters, the extension of unilateral waiting (one side on alternate days), and the greater use of no-waiting restrictions are the main proposals in the *Report of the Working Party on Car Parking in the Inner Area of London.* (H.M. Stationery Office, price 7s 6d.)

In making these recommendations the working party also make detailed recommendations on the way in which they consider the plans can best be implemented, including the financial ways and means. Garages under Grosvenor, Berkeley, Cavendish and St. James's Squares are recommended as the first stage.

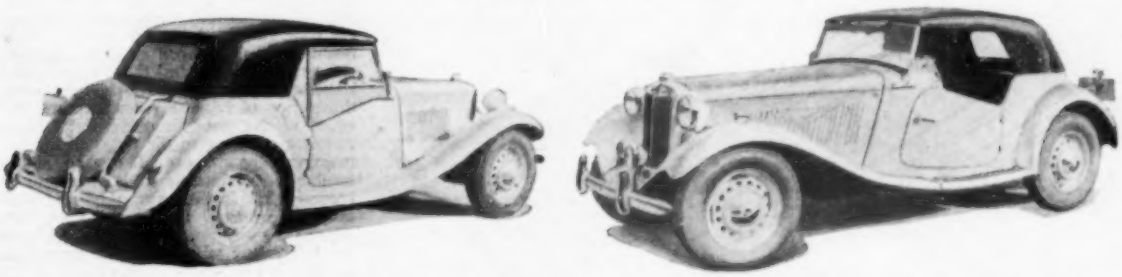
A parking census showed that in Central London about 16,000 vehicles parked each day for long periods in the streets, and that off-the-streets accommodation fell short of requirements by about 12,000 car spaces. It was also found that 60 per cent of vehicles were left for more than two hours at a time.

It is suggested that the underground garages should be built by the Government for lease to the appropriate authorities or to suitable private firms. These garages would be operated as an economic trading venture, losses to public funds on the garages—presumably the construction cost, and so on—to be offset by income from parking meters.

The London motorist will look upon the proposal to erect parking meters with suspicion, in the certain knowledge that he will have to pay even more for his motoring than at present. And he will mistrust the officials who for his "benefit" may evince interest in a parking meter as an interesting new toy. Parking Meters (Europe), Ltd. recently showed these automatic money collectors to the Press, when it was seriously suggested that these meters should be widely used even *before* the construction of the underground garages. It was said that motorists could park for 6d an hour, a maximum of two hours being set to provide a regular supply of space in the main streets. What did not seem to be understood was the chaos which would result while alternative parking places were not available.

Defects in the parking meter scheme need emphasis. Apart from the easy acceptance of so much productive engineering effort being diverted to the construction of meters, it may be said that they will cost the motorist more money; be open to the wide abuse already prevalent in the U.S.A. whereby office boys or commissionaires carry out a two-hourly duty of paying the meter; the number of vehicles using a given parking stretch is reduced, as each vehicle has plenty of room for its money; and the £43,000 a year which the 659 meters, proposed as an experimental first stage, would yield should "in no circumstances be diverted to any other purpose" than reducing the cost of off-street garages. The Road Fund began that way. It must also be remembered that the inconvenience to businessmen who do not know how long they will be away from their cars is formidable.

The cost of parking in underground garages will be, for a car up to 16 h.p., 1s 6d for three hours, 2s for six hours, and 2s 6d for 12 hours. On a five-day-week basis, therefore, car parking alone will add 12s 6d a week to the daily motorist's costs, with the addition of parking meter charges when he has to be out and about unexpectedly.



This new "hard top" has been produced in Fibreglass for the M.G. TD in the U.S.A. It is quickly fitted when required and easily detachable. A rubber moulding prevents squeaks and the standard sidescreens are used with an auxiliary unit supplied by the hard top manufacturers. The price, complete, is 175 dollars (about £62 10s).

NEWS and VIEWS . . . . . continued

Undated

NO date can yet be given for the issue of the revised draft of the Highway Code. The Minister of Transport is still engaged in consultation with various organizations.

Frankfurt Show

BRITISH cars are prominent among the exhibits at the 36th—and biggest—German International Automobile Exhibition, being held in Frankfurt. It closes on March 29. Among the many well-known makes on show are Austin, Ford, Healey, Jaguar, Nuffield, Rootes Group and Rover cars.

Italy has sent Alfa Romeos and Fiats, France Citroens, Fords, Peugeots, Renaults and Simcas, while from the other side of the Iron Curtain are Czechoslovakian Skodas and Tatras. The United States is second to Britain in the number of makes which are represented, including Chrysler, Hudson, Packard, Willys-Overland and Ford.

Naturally, all the German manufacturers are taking part, including Daimler-Benz, Opel, Porsche, B.M.W., Borgward, Goliath, Lloyd, Ford and Volkswagen. Although there has been a slight falling-off in sales of German cars so far this year, with Opel, Ford, Borgward and Goliath going on short time, the Volkswagen company reports difficulty in meeting its delivery dates for export owing to the demand.

Nearly 600 firms are taking part in this show, of which something over 400 are concerned with accessories of all kinds and service. No radical changes in car design were expected, and the full report of the show will appear next week.

Coach Makers' Festivities

SOME members of the coachmaking and allied industries must have had a surfeit of dining out in early March. On Monday, March 2, the Institute of British Carriage and Automobile Manufacturers held its annual dinner at Grosvenor House, London; on Tuesday, March 3, the master, Mr. E. P. Connolly, the wardens and court of assistants of the Worshipful Company of Coach Makers and Coach Harness Makers of London entertained the Lord Mayor and Sheriffs at the Mansion House; and on the following Thursday, the midland centre of the I.B.C.A.M. held its 15th annual dinner at the Grand Hotel, Birmingham.

At the function on March 2 the president, Mr. W. Curtis Maton, received the company of 615 members and guests, the guest of honour being Sir Frederick Handley Page, C.B.E., who proposed the toast of the Institute in his usual witty vein. He emphasized the importance of the Institute's work in providing training facilities for young craftsmen, a subject with which, as chairman of the City and Guilds of London Institute, he is well acquainted.

In his reply the president suggested that as coachbuilders had produced the state coaches they had a special interest in the Coronation year, and he asked all members to do their utmost to push ahead the younger generation. After thanking Mr. Edwin Fox for occupying the presidential chair for the last three years, he presented Mr. Fox with his past president's badge of office. The toast of the guests was proposed by Mr. Edwin Fox, and this was responded to by the Master of the Worshipful Company of Coach Makers and Coach Harness Makers of London, Mr. E. P. Connolly.

At the I.B.C.A.M. midland centre dinner the chairman, Mr. F. J. Buckingham, presided over a gathering of 300. The speakers were Mr. F. I. Connolly, who proposed the toast of the Institute, Mr. F. J. Buckingham who, in responding, stated that the membership of the centre has grown in 20 years to a total of 400, Mr. A. S. Cheston, who dealt with the guests, and Mr. Kenneth Horne, who responded for them.

1953 U.S. Economy Run

APRIL 20 to 22 is the date of this year's Mobilgas Economy Run, again routed from Los Angeles to Sun Valley, Idaho—more than 1,000 miles. The classes have been reduced from 11 to four, all based on price, except for one special class for lightweights.

Testers' Integrity Queried

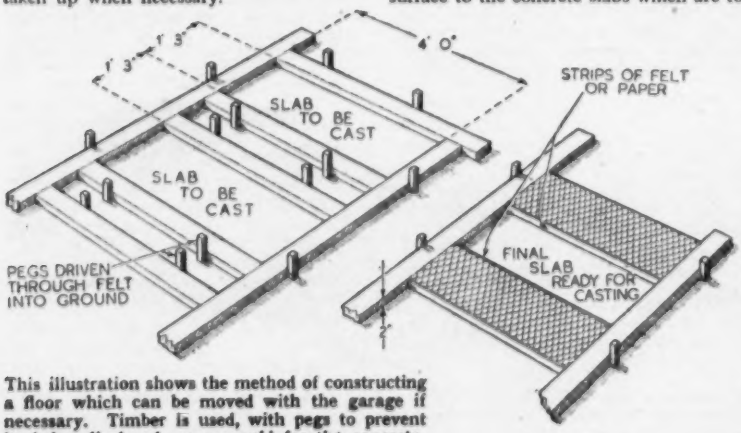
IN the House of Commons the Member for Leeds West has raised the case of a man who has failed in the driving test for the second time, despite having covered some 200,000 miles in various vehicles. The aggrieved gentleman has claimed that "a racket" exists in test arrangements in Leeds, and that it seems widespread. The suggestion was that pupils from driving schools were specially favoured in receiving "pass" certificates.

Next day the allegations were denied by the president of the Motor Schools Association, Col. H. Atherton. He said that any suggestion of bribery or collusion between schools and driving examiners was utter nonsense. The Minister of Transport, however, has initiated enquiries.

A PORTABLE FLOOR FOR PORTABLE GARAGES

MANY would-be owners of the various prefabricated portable garages now on the market must desire an equally portable floor, particularly where such a garage is only a temporary measure. Here, then, is a practical way of making a concrete floor consisting of a number of conveniently sized slabs which may be taken up when necessary.

The site of the garage must be carefully levelled, and any hollows filled with earth or rubble, well rammed in. A layer of thin roofing felt (obtainable from builders' merchants in 12 by 1 yard rolls) is then laid over the site. This serves two purposes: to keep out rising damp, and to provide a smooth undersurface to the concrete slabs which are to be formed. A slab size of 4ft × 1ft 3in × 2in thick is convenient, as this will give the slab a weight of approximately 1 cwt, which is manageable when it becomes necessary to move the floor. Furthermore, two 4ft slabs laid end-to-end give a useful width (8ft) for the average garage; but, of course, any size may be chosen, remembering that 1 cubic foot of concrete weighs a little more than 1 cwt.



This illustration shows the method of constructing a floor which can be moved with the garage if necessary. Timber is used, with pegs to prevent its being displaced, as a mould for the concrete.

The slabs are formed as follows: A framework of old 3in × 2in or 4in × 2in (or similar) timber is laid on the felt, and pegs are driven into the ground to prevent the concrete displacing the timber. This framework is arranged so that alternate slabs may be cast, and then, when these slabs have set, the framework is removed, thin strips of felt are placed against the edges of the slabs to prevent the fresh concrete adhering to the old, and the remaining slabs are cast. If desired, and if available, reinforcing rods bent to a rectangle of smaller size than the slab may be inserted in the concrete, this eliminating any fear of cracking. A two-strip driveway of similar slabs may then be laid.

These slabs may be used repeatedly, and when finally no longer required, should have a useful remaining life for garden paths.

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BY THE SCRIBE
Drawings by Barry Appleby

Locks, Bars and Bolts

FOLLOWING my recent lament over car door locks I have received the condolences and advice of the best-known firm in the business, who, bless them, did not try to put over the usual bluff of the self-styled expert: "My dear Scribe, it's all imagination," or "My dear Scribe, unless you have been brought up in the business, apprenticed to it, spent all your time taking its products apart and putting them together again, you cannot *expect* to know anything about it."

Drop or two.

No, they agreed with me that lock faults are very trying, and, in turn, I told them that I did not envy them their job of providing a gadget that is expected to give 100 per cent perfect service throughout its life.

Their experience of complaints leads them to emphasize as strongly as possible the benefits of lubrication. Ancient (and usually ham-handed) mechanics will often nod sagely and tell you that "you should never oil a lock," but don't you believe it. A little light oil applied to the key, or a drop or two squirted into the keyhole, will often eliminate a most positive-feeling obstruction.

✦ ✦ ✦

Why Twelve?

A PART (only a part) of the expert's decided reluctance to commit himself on any car question is that not everything is known about the subject (the rest of it is that *he* doesn't know). This applies, I think, to the 6- or 12-volt controversy, on which not a great deal of research work seems to have been done lately, possibly because it is so easy to supply either at will that a great deal of research is a waste of money.

Some interesting facts appeared in an American journal (*Automotive Industries*) recently, the author, Mr. H. L. Harzell, arguing that more electrical performance was needed on American cars and saying that a change from six volts to twelve could achieve it. With higher compression ratios and better breathing, higher ignition voltages are required to give certain firing under all conditions, and "voltage required" against "voltage available" curves show that for some modern engines, especially with worn plugs, six volts are no longer sufficient. A 12-volt coil of the same dimensions would give the necessary margin. A 12-volt single coil system, with a primary inductance and primary circuit resistance of the correct values, can be equal to a two-coil 6-volt system.

While dynamos have improved vastly without an increase in physical size, the limit of power output has been reached for six volts and yet the power demand for accessories continues to grow; an increase can be achieved only by using twelve volts.

Physical size enters a great deal into it, as, of course, it should. An increase in starter motor power, and therefore cranking speed, can be obtained from a 12-volt motor of the same size as the 6-volt example; cranking speed is roughly doubled. The size of the battery need be only 5 per cent greater for a 30 per cent increase in stored energy.

It seems that in the matter of E.M.F. Britain (for once) was right.

✦ ✦ ✦

French Views

PERTINENT to this subject are the views of Monsieur A. M. Touvy, expounded in a recent issue of the journal of the French automobile engineers' professional association, S.I.A.J. He was concerned to point out the inherent defects of the devices used in the car's electrical system.

Naturally he attacked the lead-acid cell, which, for all its inefficiencies, remains the most efficient means of storing electrical energy. The electromotive force of a single cell may vary, under normal running conditions with the dynamo operating, from 2 volts if the battery is discharged and the weather hot (80 deg F) to 2.9 volts if the battery is fully charged and the weather cold (32 deg F). Thus a six-cell battery voltage may vary from 12 volts to 17.4 under these conditions, a variation of getting on for 50 per cent, which implies that the electrical apparatus of the car must be designed with a very wasteful margin.

M. Touvy showed how a 6-volt head lamp could vary as a result of voltage change; its luminous flux went up from 270 to 1,370 lumens as voltage ranged from five to eight; lamp life is reduced from 1,800 to 3.25 hours.

The rest of the Paper is hardly matter for this page, but it looks as if the French are thinking afresh on ignition and starting, so that there may one day be a revolution in such matters from across the Channel; it was from that direction that a certain revolutionary car came—nearly twenty years ago. To date there has been no need to change it.

✦ ✦ ✦

Lamp Glasses

THE motorist who has halted beside the road to clean a dirty screen before going on earns a good mark from me, but I often wonder if he remembers, as he polishes away, that the screen is not the only important glass area at the front of the car where cleanliness matters. The head lamp glasses, in particular, should share in the polishing, for the effect of a film of dried mud on head lighting is considerable.

I mention the point because I believe it escapes notice quite disproportionately, and having had almost to train myself to remember my own. Where a screen washer is fitted, there is a great temptation to overlook lamp glasses from one washdown to the next. I would say that the rear window received more attention on the whole; it needs attention, as do the front side windows, but the lamps usually need it more.

✦ ✦ ✦

Anti-theft Dodge

A GLASGOW reader has an ingenious method of safeguarding his car against theft. The horn is wired through the ignition switch, so that it will not sound unless the ignition is switched on. He has, therefore, connected an on-off switch in parallel with the horn operating button, but concealed. Upon leaving the car he

Thief.

closes the horn operating circuit by means of the auxiliary safety switch, with the result that anyone switching on the ignition causes the horn to blow.

Many horns are not wired through the ignition switch (the wiring can be easily adapted) and the device cannot prevent the determined thief from getting away with the spoils. But the idea is excellent as a safeguard, and would, I should imagine, prevent actual theft in nine cases out of ten.

SERVICE VIEWPOINT

Ex-Service Viewpoint

I AM sorry to have aroused the ire of many ex-Service and serving people; let me make it quite clear that I went through the mill of Forces technical training, and five years' aircraft work and a period as a technical instructor, and so, whatever my remarks under the heading "Service Indictment" were, they were not idle chatter.

Now, what I said was that a large number of motor trade mechanics are ex-Service men whose training consisted of a sixteen-weeks' technical course, which, in my opinion, did not endow them with either the necessary theoretical knowledge or experience for repair work. Lots of people have quite rightly pointed out that Service training does not end with that sixteen-week course, but may go on for years until a man can call himself a fully skilled engineer, and with justification. I fully agree, but I beg leave to point out that Group 2 men (as they were in wartime days) form the bulk of Service mechanics. Most vehicle mechanics I knew who were not N.C.O.s were sixteen-week trainees, and many of them are today working as motor fitters.

We all, I hope, want to be fair about this, and surely, when one is propounding a principle, one must generalize, and generalization *is* unfair to individuals. But I have no reason lightly to decry Service training; back in 1942, in the columns of the *Air Force News*, I referred to R.A.F. technical training as the finest I had ever seen, *considering the time available* to train recruits at that period. I hope no one accuses me of saying that all Service-trained men are dummies; likewise, I hope it will be conceded that although you expose a man to technical training, it does not follow that he will catch it. Merritt once said that if you give a fool an education, you only get an educated fool, and there are fools in all classes, amongst both Service trainees and Service journalists!

Particular to General

BUT it is no use Servicemen getting hot under the collar if some of their ex-colleagues come in for a little criticism. I know as well as anyone that an ex-R.A.F. or ex-R.E.M.E. man can easily be a really outstanding fitter, and in fact the most conscientious and capable fitter I know, of whom I have written before in this column, happens to be an ex-Fitter 2E of the R.A.F. But one swallow does not make a summer.

If, like the baseball umpire, you call 'em as you see 'em, you are bound to antagonize some of the spectators, and I was doing no more than uttering the truth as I saw it, and I'm sorry that I should, in so doing, have annoyed so many of my old comrades. I may have grossly over-simplified the whole problem of unsatisfactory servicing, for it has become obvious, from the correspondence I have had, that the trouble lies not so much in a complete lack of suitable training as in a partial lack of the will to learn and to take advantage of what training is available. I have been invited to report on one or two training schemes, and this I hope to do in the near future. I doubt not that they are excellent schemes. I wish I had as little doubt that the next generation of motor engineers will make full use of them.

Balance Credit

AT first sight it may not appear that in a modern wheel, tyre, and inner tube assembly there could possibly be any great degree of unbalance; after all, the components are all circular and true. Yet a fast run, first in a car which has balanced wheels, and then in the same car with all balance pieces removed, has to be sampled to be appreciated. It is good to see that many cars are now being delivered on which it is obvious that some pains have been taken to put the road wheels in balance. It is a simple fact that many car designers still do not attach a fraction of the importance to balance that their motor cycle-designer brothers do, but as speed capabilities rise annually, the balance question will demand more and more attention.

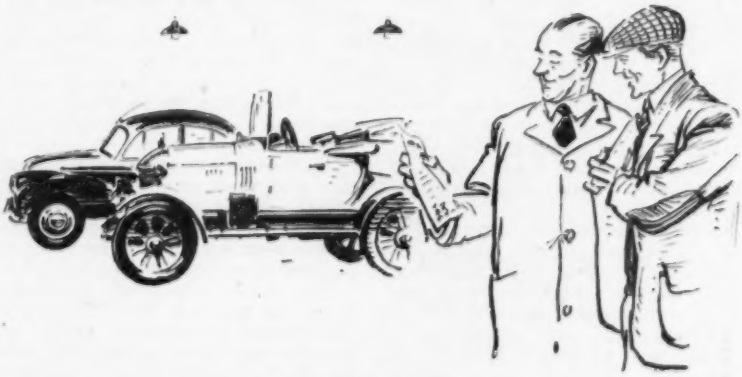
In the engine department, there is a common fallacy that a machine-trued forging, if it is circular and symmetrical, *must* be in balance, but nothing could be farther from the truth. Forgings as well as castings might be quite dense and relatively heavy in one part, and quite spongy and relatively light in another. Connecting rods are almost invariably assorted weights in a production engine, and whilst it seems invariable practice to grade pistons in fractional-thou. sizes, it does not, unhappily, appear to be the practice to grade them in weights, too. This is a pity, for unbalance of any rotating or reciprocating part must mean unpleasantness, or inefficiency, or both.

Ancient and Modern

A GREAT difficulty which attends the servicing of vintage cars is the high cost of reconditioning or restoring original items of equipment, and the problem is further accentuated by the natural desire of the vintage owner to adhere to original-looking equipment rather than take the easy remedy of using later-type, and cheaper, components. In a recent case of a magneto failure it was, however, found possible to carry out the repair inexpensively and at the same time to avoid any obvious evidence of a departure from original equipment. A new magneto, suitable for the engine in question, would have cost somewhere about £14, which happened to be two pounds more than the owner had, two years previously, paid for the complete car!

Casting about for a satisfactory solution to the problem, we decided to convert to coil ignition. using the original make-and-break and distributor of the magneto with a modern ignition coil and condenser. It was quite a simple matter to connect the primary circuit of the coil to the original contact breaker of the mag, and it was equally simple to arrange for the coil high-tension off-take to be connected to the centre of the magneto distributor rotor. As a concession to appearance, the starkly new ignition coil was tucked away underneath the mag, and, to the casual eye, the ignition system stands "as original." Against the threatened £14 charge, the full bill was: Coil 36s, condenser 4s, cable 2s 6d, labour 37s; total £3 19s 6d. Added to that happy ending is the fact that the client is amazed at his newfound first-time starting from cold.

TUNESMITH.



Happy ending.

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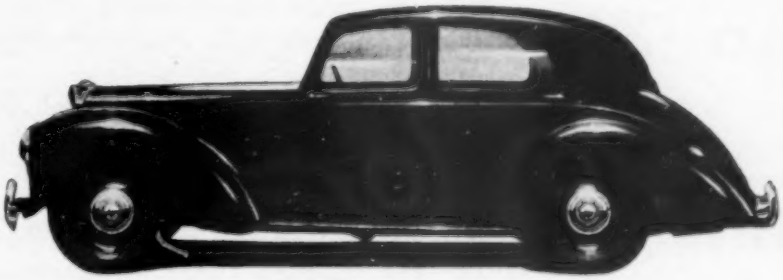

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By
THOMAS SMALLHORN, M.R.C.S.

The central area of the retina has least dark adaptation and thus it is often possible to see indistinct objects better at night when not looking directly at them; similarly a bright light is not so dazzling when looked at like this.

YELLOW LIGHTING

IN RELATION TO DAZZLE

HOW IT AFFECTS THE HUMAN EYE, AS DISCLOSED BY SOME SIMPLE EXPERIMENTS

The author of this article is a well-known motorist who has competed in the Alpine Rally in his Jowett Javelin and is one of the official doctors at Shelsley Walsh hill-climb. His views on the use of yellow head lights are of particular interest, therefore, in that he is qualified in both medical and motoring spheres.

RESPONSIBLE motorists are increasingly aware that no one change in conditions on the roads can halt the appalling casualty rates which are such a ghastly feature of road usage today. The inadequate lighting of the roads, and the failure of authority to appreciate the significance of the transport revolution in this overcrowded island play contributory parts, while fiscal stringency prevents the adoption of schemes which, in some ways, would go far towards halting the slaughter. There are also some points of criticism which could be met by vehicle manufacturers, and at comparatively little cost, if they were generally appreciated. Dazzle is one of the many common causes of accidents.

For some years past I have been slowly amassing figures, and trying to work out why so many people are unable to adjust themselves to night driving. I started with the hypothesis that the human eye is not a photometer, and that it will not record in the same way as any known photometric instrument. All types of colour filters and simple photometers were used to attempt to establish a recording instrument which would give a calculable figure of dazzle, but with no success.

Vision is divided into two states, light-adapted vision (photopic) and dark-adapted vision (scotopic). Photopic vision is the normal usage of vision, but scotopic vision takes over where dark-adaptation occurs. The mechanism of scotopic vision is much more sensitive to minor variants of light intensity, and especially to reflected light.

The time taken for the eye to dark-adapt itself is fairly short—the major part occurring during the first ten minutes after entering the dark field—so much so that the sensitivity of the eye may increase 100,000 times in 40 minutes. This phenomenon is used by night pilots. Contrariwise, light-adaptation is a much less accurate process, and in effect is a desensitization of the visual scotopic sense; 20 seconds exposure to light largely desensitizes the eye from the absolute threshold of dark-adaptation, and in three minutes the process is almost complete. I quote these figures to show that the eye is an immensely sensitive organ, quite unlike any known instrument, and also to show that the intensity of the light source is of paramount importance in the light-adaptation-dark-adaptation ratio in night driving.

The retinal adaptability to light stimuli is not determined by the individual stimulus, nor by the area of the retina stimulated, nor by the time of stimulation. Each event forms a part of a co-ordinated time series, each stage of which is influenced by the predecessors. The activity of one part of the retina influences the whole retina, also the other eye. The centre of the retina or fovea is not so sensitive to dark-adaptation as is the periphery.

To continue the story of vision: Accurate focus is obtained by the fact that the cells of the retina, after receiving the impulse, do not reject it immediately, but retain it for some seconds, and the brighter the light the longer the image is retained. Try looking at the sun. I think it is understandable why no measuring implement has been devised which can parallel these extremely complex functions.

The Guinea-pigs

In my first series of experiments I used these phenomena in an attempt to establish a "standard eye," but, finding measurements impossible for a standard eye, I have used people with no visual defect, and good colour sense; in other words, with perfect optical sight, and to this end I would not even accept glasses, as they might have interfered with the absorption of light.

The test was simple enough. One inch from the periphery of the head lamp to be tested I placed a pilot light, the intensity of which was controlled by rheostat. With the head lamp switched full on, the pilot light (1in in diameter, with ground glass lens) was dimmed until it was not visible in the glare of the light under test. On extinguishing the test light, a stop-watch was started, and the time recorded until the pilot light was visible. I call this the "dazzle factor." As a standard head lamp I used an 8½in diameter parabolic reflector, with a 60-watt bulb and a clear glass.

Now the first result of this series of tests on varying head lamps was interesting, as a head lamp with hooded filament gave 25 per cent less dazzle than with unhooded filament. The imposition of a lens with any lining on it, or any markings, increased the dazzle factor (as I called it) by from 5 to 10 per cent and the prismatic lenses increased it considerably more. The explanation of this appears to be compara-

YELLOW LIGHTING . . . . . continued

tively simple; it is the actual brilliance of the points of light that matter, and not the photometric intensity of the light. The eye is so accurate a light machine that it will record and react to light of only a pin point, provided that the light is of sufficient intensity.

The next thing was to test anti-dazzle equipment. Again, the same features arose. The most efficient lamps were those in which the source of light was hooded, and the lens was clear glass. For instance, in this respect one lamp, because of a ground glass upper segment, actually gave greater dazzle when dipped than it did in full on position, as measured by its dazzle factor.

The next series of experiments interposed colour filters. Here a most interesting feature arose. I knew that the greatest luminosity of light was in the green and yellow colour bands, and here I got into difficulty. The amount of light received by the retina at night depends on the amount accepted by the pupil or diaphragm of the eye, and I knew that the ultra-violet range of the spectrum caused the shutting down of the diaphragm. But with a point light of similar photometric intensity, the increased pupil dilation with chrome yellow is 15 per cent over white light. *Yellow light, being more luminous, and more reflective than white light, and by allowing a greater dilation of the pupil, thus allows a greater volume of light to enter the eye.*

I applied my tests to the head lamp I had previously tested for dazzle factor, and finally I obtained a 40 per cent improvement by the use of yellow light. The improvement was made up as follows: 25 per cent for hooded light source, and 15 per cent for the greater dilation of the pupil; the figures were borne out in the dazzle factor. The best lamp tested had a parabolic reflector, a hood, chrome yellow bulb with clear glass, and this including a 10 per cent loss in intensity, arising from chrome bulbs of comparative wattage.

Verification

In endeavouring to check these results, I have gone through the latest medical knowledge related to vision. I started to delve into the realms of the known responses of the eye to light, and the first problem that I tackled was that of luminosity, as I felt it was important to clarify the position of chrome light. A great deal is known about this, and the measurement of the problem is known as Physical Etherochromatic Photometry. The work has been done by many men, but is commonly associated with Herschel, Trotter, Parsons, Ives, Kolhrauch and Schneider. In more recent time, an empirical luminosity curve for the standard eye was evolved by Gibson and Tindall, and this proved that the greatest luminosity occurred in the yellow-green wavelengths, quoted as from 5,500 to 5,600 angstrom units. There, at last, was grist for my mill, and I knew now that chrome yellow light had the greater luminosity; that was why I showed an improved visual reaction to chrome light. However, I had then to collate the knowledge with the practical results, and the problem of the intensity of colour value. The greater the intensity of the source of light, the nearer to white it becomes; but the eye responds fully only in medium intensities, and is fully sensitive only in the yellow bands, and it appears that beyond a certain intensity of light the response of the eye is protectively to close up the pupil and thus cut down the amount of light actually absorbed by and taken into the eye. Increasing the light beyond a certain intensity causes paralysis of the visual sense.

It is well known amongst visual sensations that exposure to the ultra-violet groups in the blue bands (about 4,600 A.U.) causes a great stimulus and consequent loss of retinal adaptability, and the light entering the contracted pupil is less. The work of Blanchard, Stiles and others has fully covered this fact, which is described as the differential threshold of light, because with light of very high or very low illuminations the eye simply does not respond to variations in intensity, and loses its power of discrimination.

Again, in visual sensations, the retinal reception of colours varies according to the position and angle from which the light is received by the retina. In the central area colour sensitivity is at its greatest, and diminishes rapidly as the periphery of the retina is approached. Outside an angle of 30 degrees, it is probable that all colour variant is nearly lost, but here dark blue has a greater sensitivity than the other colours; in fact, there is full scotopic vision.

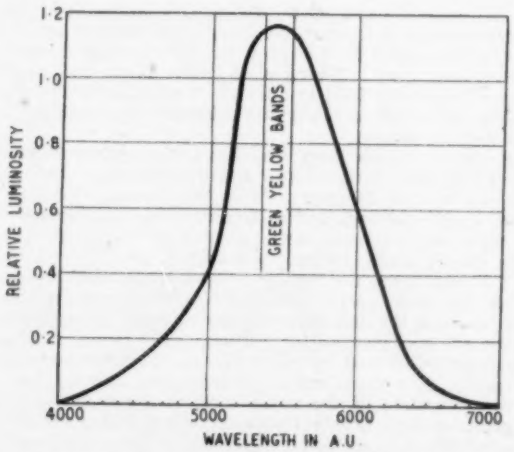
One other fact comes out of this business. The two processes of vision are very closely related and inter-related. On the edges (beyond 30 degrees), dark blue light, which is the recording function of scotopic vision, is received with ease, but in the change-over from photopic to scotopic vision there is a lag time, which is, in effect, a paralysis of the photopic vision. This fact is extremely important, as the shielding of the intense points of light created by lenses and exposed filaments prevents the paralysis of scotopic sight, which makes it impossible for the secondary scotopic sight to function correctly.

Now the discrimination of luminosity is very important in this problem, for although in high intensities of light all discriminating sense is lost, the effect of high intensity appears to be less in the yellow band.

The factors influencing form sense, which is the power of the eye to adapt itself to any degree of illumination, such as pertains in night driving, are as follows: 1. The region of the retina stimulated. 2. The intensity of illumination. 3. The spectral nature of the light. 4. The distribution of light. 5. The condition of the illumination, and the surrounding field.

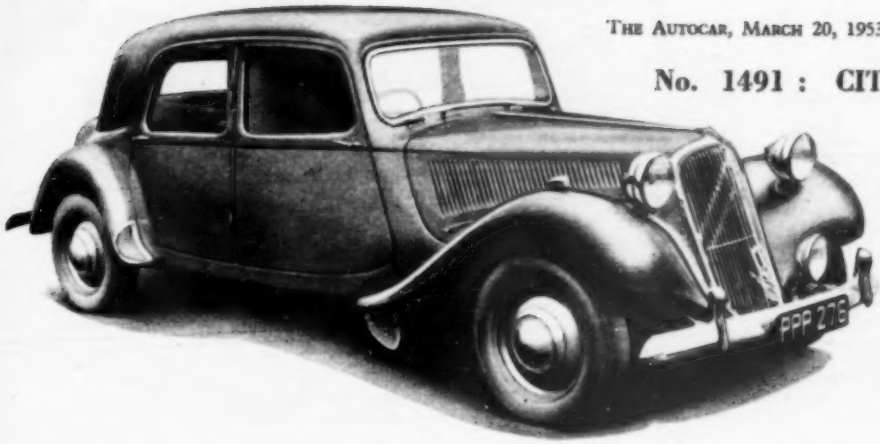
On point 1, the visual acuity decreases above a certain light intensity; on point 2, points of light must not be so intense as to upset visual balance. Point 3, visual acuity decreases as the light hue approaches the violet range, and the acuity is greatly increased in the yellow range. The distribution of the light (point 4) is important because any bright points in the visual field will cause loss of acuity of the eye. Finally, on point 5, distribution of light on to the surrounding field has an important bearing on the acuity of the whole field, but, above all things, point 1 is important in that the central vision of the eye must be protected from high points of illumination, so as to protect scotopic vision.

Unfortunately, this problem can go on interminably, but the whole weight of evidence of the work done by literally hundreds of men in the past 150 years appears to be in favour of the following simple facts: The light source must be hooded; the lens of the glass must be clear, in order that no bright points may appear in the central focus of the approaching eye; yellow is a better reflective light than white or colourless light; the retina of the eye is more sensitive to yellow, and is less fatigued by yellow. I am, therefore, of the opinion that the danger of night driving could be much reduced by the adoption of these most simple and not costly principles.



The empirical luminosity curve for an average eye (Gibson and Tindall).

No. 1491 : CITROEN BIG FIFTEEN SALOON



Low build, the wide track and the minimum of front and rear overhang promise good road holding, which is fully achieved in practice. The car is very similar in appearance to the six-cylinder model.

the Autocar ROAD TESTS

THE Citroen Big Fifteen is a model which was well known before the war and has recently been reintroduced to the British market. It combines the economy of the 2-litre four-cylinder engine with the large six-seater bodywork used for the six-cylinder Citroen and, besides the detail improvements which have been made in recent years, it has the newly introduced luggage locker at the rear. Like all the Citroens assembled at the British factory at Slough, it has real leather upholstery and is available in a variety of colours, whereas the cars from the French factory are supplied only in black. Most of the electrical equipment and accessories are of British manufacture.

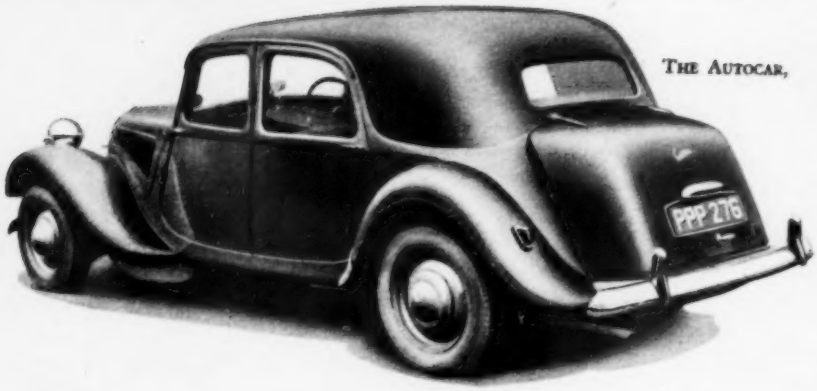
It needs only a short period at the wheel to act as a reminder that the occasional run on a front-drive Citroen is really an obligation for anyone whose business it is to pass judgment on cars; it is a powerful help in maintaining a sense of proportion about more recent developments. The fact is, that in the vital qualities of roadholding, stability and safety, this eighteen-year-old design is still away ahead of most post-war cars. Part of the test was carried out on roads covered in snow and ice, which allowed a full appreciation of the car's unique qualities, where other cars were sliding and slithering about. If one takes a corner too fast on ice or snow the Citroen will slide like any other car, but if the throttle is opened the wheel eventually find a grip and pull it back to the required line. If the brakes are applied too suddenly under such conditions the tail may slide, but a cautious opening of the throttle quickly draws the Citroen straight again. Even on wet roads astonishing liberties can be taken, more especially as this model has not generally a sufficient reserve of power to break down the wheel adhesion, and it will take corners in a way which is a revelation even to those who are used to riding in fast sports cars. The superb cornering ability greatly reduces the effort of judgment required from the driver; he simply turns the wheel and the car takes gentle curves or sharp corners on a level keel without tyre squeal or protest. This undoubtedly contributes to the lack of fatigue which is experienced after long hours at the wheel.

Despite the large bodywork, the Big Fifteen cruises happily at any speed up to 60 m.p.h., taking most main road hills in its stride. In hilly or mountainous country it is rarely necessary to come down below second gear in the three-speed box, as this gives an adequate reserve for pulling away from sharp and steep corners. Top gear acceleration is not startling, but the engine is sufficiently flexible to allow one to pull away from speeds below 30 m.p.h. without feeling that it is essential to change down. By using the gears, quite brisk acceleration is possible from a standstill up to 50 m.p.h., but the rate at which speed builds up beyond that point is influenced to a fairly marked degree by wind and gradient. With the ignition setting used during the test, scarcely any pinking was experienced when using first-grade fuel.

The four-cylinder engine will not appear particularly smooth to drivers whose ideas have been influenced by the

Front-wheel drive allows Citroens to have a completely flat floor. Prominent on the facia are the gear lever and the control for the opening windscreen. The pendant pedals are also visible.

Rear leg room is generous, and there is a foot rail for short-legged passengers. Folding centre arm rests are provided at front and rear. Wide doors hinged on the centre pillar allow easy access to all seats.



The exposed head lamps are an unusual feature today, but they are set high and give a powerful beam. The fog lamp is included in the standard equipment. An external luggage locker, hinged at the top, constitutes the first major change in appearance which Citroen have made for nearly eighteen years. There are twin tail and stop lamps in the wings and semaphore direction indicators in the centre door pillars.

ROAD TEST . . . . continued

latest flexible mountings, but it is a robust, untiring power unit with a fine record of reliable service, and stands up to long periods of full-throttle running without producing disagreeable symptoms such as auto-ignition. When the throttle is fully opened there is a certain amount of roar from the engine, and a slight whine is audible from the transmission, becoming more prominent at speeds above 60 m.p.h., but the general level of mechanical noise is not excessive. The engine started instantly, even after standing out all night at freezing temperatures, and warmed up quickly.

The gear change, by the characteristic Citroen facia lever operating in an open gate, is unusually smooth and light in action. A fairly deliberate movement is imposed upon the driver, because the selector locks are interconnected with the clutch pedal, and it is therefore impossible to move the gear lever until the pedal is fully depressed. The synchromesh between second and top gears is effective in normal use, but can be beaten by an excessively vigorous hand on the lever. The clutch takes up the drive smoothly and is quite light in action.

The suspension merits special praise. The formula of a very low, wide body, between wheels which are set out near to the maximum width and length of the car, produces a natural stability and resistance to roll to be found on few other vehicles. At normal cruising speeds it ensures a level, comfortable ride, and the car can be driven fast over rough surfaces with virtual disregard of the most severe bumps and potholes. At speeds below 30 m.p.h. the ride does appear somewhat firm by modern standards and a fair amount of sharp vertical movement is experienced, especially in the rear seats, but on long, fast journeys the Citroen remains one of the least tiring cars to ride in.

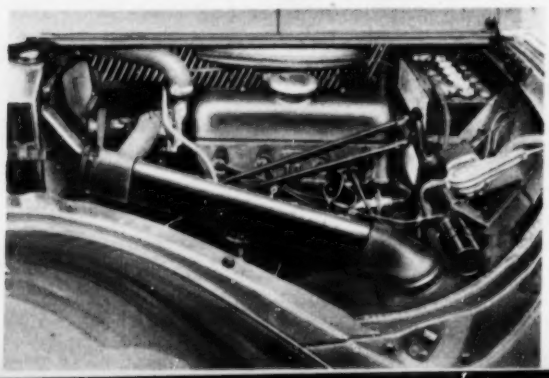
Steering is rather heavy at low speeds, and when turning sharp corners some slight snatch is experienced from the transmission, but as the speed rises the steering becomes lighter and is admirable for main road motoring. It does not transmit road shocks, its accuracy is exemplary, and there is fairly pronounced understeer. Castor action is always adequate. The turning circle is rather noticeably large and a certain amount of manœuvring is necessary when parking in confined spaces. Good braking power is produced with a moderate pedal pressure, and the brakes stood up well to hard use without deterioration, although there appeared to be a temporary increase in pedal travel in the course of the braking tests.

An upright driving position gives a good forward view, with a clear sight of the bonnet, head lamps and both front wings. The windscreen pillars are relatively thick, but the screen is sufficiently close to the driver to prevent their being felt as an obstruction in normal driving and the shallow near-vertical pane throws back no distracting reflections. The gear lever is well placed and the pendant pedals, a feature pioneered by Citroen which is now coming into wider use, are conveniently arranged, permitting simultaneous use of the brake and throttle pedals when changing down. The pull-out hand brake proves adequate in practice. Under the steering wheel is an excellent multi-purpose French electrical unit with one finger-tip lever which acts as light switch, head-lamp dipper and horn control. The big head lamps give an entirely adequate beam.

The facia on the British-finished cars is of polished wood and the interior surrounds to windscreen and windows are grained in imitation of wood to suit the English taste. There is a fair-sized glove box without a lid, and the simple instrument panel comprises a speedometer with total and trip mileage recorders, clock, ammeter, fuel gauge and warning light for low oil pressure. Facia illumination is discreet, but the intensity is not variable. The twin screenwipers, which can be switched on together or separately, sweep a good area; they are parked by turning the control knobs. The rear window is somewhat smaller than current fashion dictates, but the mirror gives an adequate view for normal requirements, and the large blind rear quarters do not specially impede the driver when parking the car.

A central folding armrest is provided for the front seat as well as the rear, but in spite of the car's cornering abilities it rarely seems to be required, for it becomes apparent that what causes passengers to slide about is roll rather than cornering speed, and on this car the roll is negligible. Some

The bonnet is hinged on the centre line. One side opens to reveal the simple heater duct collecting warm air from behind the radiator. Oil and water fillers, fuel pump, distributor, plugs, coil, battery and wiper motor are all accessible. On the opposite side, carburettor, dynamo, starter, water pump, electrical junctions, brake reservoir and master cylinder can be reached with unusual ease.



Behind the spare wheel a space capable of carrying considerable luggage is enclosed by the new locker lid. The interior is illuminated by the number plate lamp at night. Tools are carried in the well alongside the wheel.

wind noise is heard at speeds near the maximum, but the interior sound level is normal, and there is less road noise transmitted on rough surfaces than on some post-war unit construction cars.

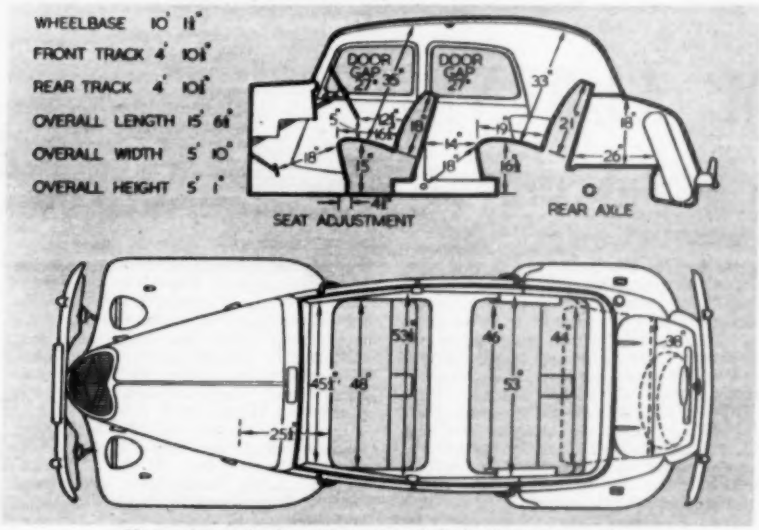
The heater, which is a simple duct collecting warm air from behind the radiator, now has an orifice controlled from the facia panel and after five to ten miles from a cold start it delivers a sufficient flow of warm, fresh air to keep the interior pleasantly comfortable, even when it is freezing outside. The lack of demisting and defrosting equipment is noticeable, especially when the car is held up in traffic blocks, but it is mitigated to some extent by the fact that the windscreen can be opened, a rare feature nowadays.

In the new luggage locker there is space for several suitcases, a distinct improvement on the previous arrangement. The extra space is not as great as it first appears, however, because the spare wheel, previously carried externally, is now housed inside the locker; usable locker space is actually four inches longer and four inches higher than before. It was felt that in some aspects, particularly the sealing round the lid, the new locker compares unfavourably with the proprietary luggage trunks which have been offered in France for these cars during the past year or two.

The old style two-piece bonnet, with its central hinge, gives such unimpeded access to all the main mechanical items that it comes as something of a shock to realize how much has been sacrificed by modern styling. Points requiring regular attention with the grease gun number 17.

Its strictly practical layout, coupled with the big body space and moderate operating costs, must have an appeal for many people, quite apart from the car's road behaviour. Outmoded though it may be in appearance, and crude by current standards in some of its details, it is easy to see why a large number of people still refuse to buy anything else.

CITROEN BIG FIFTEEN SALOON



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.3 to 1	7.3 to 1	13.1 to 1
10—30	11.9	6.7	5.7
20—40	11.6	6.9	—
30—50	12.8	9.8	—
40—60	18.4	—	—

From rest through gears to:

M.P.H.	sec.
30	7.3
50	17.9
60	29.1

Standing quarter mile, 23.3 sec.

SPEED ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	70.3	113.1
	(best)	72.0	115.8
2nd		36—52	58—84
1st		16—32	26—51

TRACTIVE RESISTANCE: 23.7 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	200	1 in 11.2
Second	347	1 in 6.4

BRAKES:

Efficiency	Pedal Pressure (lb)
88 per cent	100
79 per cent	50

FUEL CONSUMPTION:
23.6 m.p.g. overall for 806 miles (12.0 litres per 100 km).
Approximate normal range 22–26 m.p.g. (12.8–10.9 litres per 100 km).
Fuel, First grade.

WEATHER: Dry, cool, medium breeze.
Air temperature 43 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of October 17, 1952.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80
True speed	10.5	18	26.5	35	44	52	62	72

DATA

PRICE (basic), with saloon body, £740.
British purchase tax, £412 12s 3d.
Total (in Great Britain), £1,152 12s 3d.
Extras: Heater £1 11s 2d.
Sliding roof £15 11s 1d.

ENGINE: Capacity: 1,911 c.c. (116.6 cu in).
Number of cylinders: 4.
Bore and stroke: 78 × 100 mm (3.07 × 3.93 in).
Valve gear: overhead, push rods.
Compression ratio: 6.5 to 1.
B.H.P.: 55.7 at 4,250 r.p.m. (B.H.P. per ton laden 40.9).
Torque: 90.4 lb ft at 2,200 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 17.4.

WEIGHT (with 5 gals fuel), 23¼ cwt (2,632 lb).
Weight distribution (per cent) 53.4 F; 46.6 R.
Laden as tested: 27.2 cwt (3,046 lb).
Lb per c.c. (laden): 1.59.

BRAKES: Type: F, Leading and trailing shoes. R, Leading and trailing shoes.
Method of operation: F, Lockheed hydraulic. R, Lockheed hydraulic.
Drum dimensions: F, 12in diameter, 1.38in wide. R, 10in diameter, 1.38in wide.
Lining area: F, 49.62 sq in. R, 40.08 sq in (66 sq in per ton laden).

TYRES: 165 × 400 mm.
Pressures (lb per sq in): 20–22 F; 22–24 R.

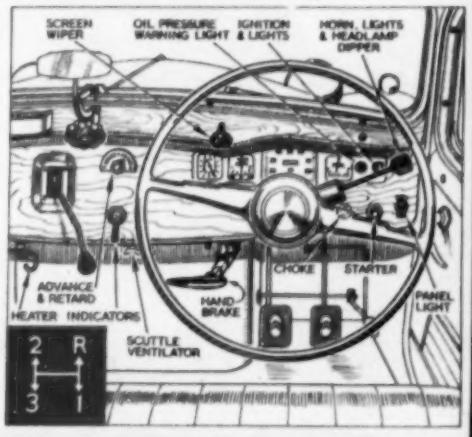
TANK CAPACITY: 11 Imperial gallons.
Oil sump, 8 pints.
Cooling system, 14 pints.

TURNING CIRCLE: 45ft (L and R).
Steering wheel turns (lock to lock): 2¼.

DIMENSIONS: Wheelbase 10ft 1½in.
Track: 4ft 10½in (F); 4ft 10½in (R).
Length (overall): 15ft 6½in.
Height: 5ft 1in.
Width: 5ft 10in.
Ground clearance: 7in.
Frontal area: 20 sq ft (approx).

ELECTRICAL SYSTEM: 12-volt; 57-ampère-hour battery.
Head lights: Double dip; 36–36 watt.

SUSPENSION: Front, Independent, torsion bars and wishbones. Telescopic dampers. Rear, Torsion bars and trailing arms with solid axle beam. Telescopic dampers.



NEW CARS DESCRIBED

The familiar Sunbeam-Talbot appearance is easily recognizable. White-wall tyres provide an extra touch of dollar-earning appeal.

A SUNBEAM ALPINE

FAMOUS NAME ASSUMES A JUSTIFIED APPENDAGE

WITH the return of competition—market conditions where it is the customer who is right—the British manufacturer wishing to export cars, particularly to the dollar markets, must make an extremely close study of the requirements of his customer. There is little point in trying to export something that the importing country already produces itself in large quantities. In the U.S.A., for example, the requirements of the average motorist are fulfilled by the production lines of Detroit. But in the true sports car field there are very few cars produced, and in consequence there is a market for European cars of this type. For some time, both small and large sports cars have been exported to the United States from this country at competitive prices; but the medium-sized sports car, with an engine of around 2-litre capacity, has not been produced in large quantities, and consequently its cost has been high. This has been realized in this country and several new cars in this category have been announced during the last few months.

The latest newcomer is the Sunbeam Alpine, produced by the Rootes Group; this car has been developed from the well-known Sunbeam-Talbot 90 saloon—a car that has had a very successful competition life of recent years. The dimensional compactness of the 90 layout is well suited to the requirements of a two-seater, so the same basic layout has been used, and mechanical modifications have been limited to those required to fit the car to its new job. The Sunbeam Alpine is at present for export only.

It is well known that the body of a modern saloon car helps to stiffen the whole structure; but on the Sunbeam-Talbot chassis both open and closed coachwork has been fitted for some time, and the frame is, therefore, very stiff in its accepted form. For the Alpine it was thought that even greater stiffness was required to meet the hard life that is usually that of the sports car. Thus, although the same chassis frame is used, it is stiffened locally from a point just behind the front suspension back to a distance of 34in by the addition of two extra 14-gauge side plates and a closing plate welded below. This has increased the maximum depth from 10 to 14in, and the general section of the side members is rectangular (6 × 2½in). Towards the rear of the stiffened portion, and at the point where it is of maximum depth, a 2in diameter tubular cross member is fitted, the centre portion of which is detachable, having two four-bolt flanges, so that the engine sump can be removed without first removing the power unit.

The Sunbeam Alpine has a very large luggage locker with a separate lower compartment to house the spare wheel. Reflectors are fitted on the extreme flanks of the rear, thus meeting the prospective legal requirement.

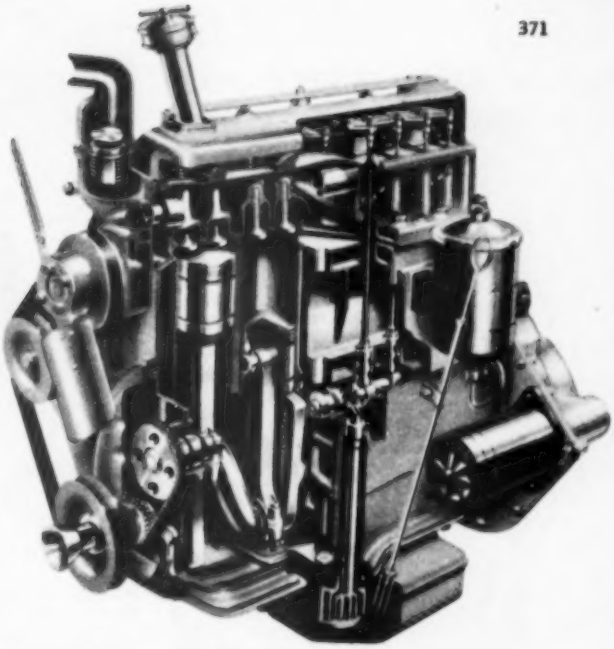
Stiffer l.f.s.

Other chassis modifications consist of stiffening the front suspension by fitting new springs with a rate at the road wheel of 104 lb in compared with 68 lb in on the Sunbeam-Talbot 90. This is the very considerable increase of 53 per cent. In line with these alterations the front-mounted anti-roll bar diameter is now ⅝in instead of $\frac{5}{16}$in. The stiffened chassis will make certain that the tail will not wag the dog! At the rear the normal variable-rate leaf springs and Panhard rod are used and both front and rear damping is by Armstrong R-type spring dampers. In

keeping with sports car requirements, the number of turns from lock to lock of the steering has been reduced slightly from 2.75 to 2.63 by altering the ratio in the steering box; this has not altered the turning circle, which is perhaps a little large for a two-seater competition car.

With the introduction of the latest Sunbeam-Talbot saloon last year there was a considerable increase in the lining area of the brakes, and in *The Autocar* Road Test of that car it has been recently recorded that the brakes were particularly good. On a lighter car they should, therefore, give complete satisfaction.

The engine is very similar to that used in the Sunbeam-Talbot saloon and has previously been described, but modifications have been made to increase the performance and make the unit more suitable for its new job. It is of orthodox design, with four cylinders and a three-bearing crankshaft, in-line overhead valves operated by push rods and rockers, and a single side-mounted camshaft that is chain-driven from the engine. The most important new feature is the modified cylinder head, with a smaller combustion chamber increasing the compression ratio from 6.45 to 1 to 7.42 to 1. Inlet valve guides have been shortened to improve the gas flow and increase the volumetric efficiency; the valve diameter itself is unchanged.



The Sunbeam-Talbot 90 engine, with slight modifications, powers the Alpine. The compression ratio has been raised, and the temperature of the inlet manifold lowered slightly by a hot-spot adjustment.

Manifold Modifications

Although a single carburettor is used it has been tuned to suit the different operating conditions brought about by modifications to the inlet manifold, which now operates at a slightly lower temperature because an asbestos insulating washer is fitted between the exhaust manifold and the hot-spot plate on the underside of the inlet manifold. A hole in the washer permits some heat to be transferred directly to the plate. Further, to insulate the carburettor and reduce the possibility of vapour locks, a shield is placed between the manifold and the carburettor. A small but important engine change is the use of a detachable white metal bearing at the rear of the camshaft, which reduces wear at that point.

A manual control for the choke, and an over-riding control for the ignition setting give the enthusiast more knobs to play with, and a sports coil is provided to produce high-speed sparks. To ensure adequate engine cooling under adverse conditions a new four-bank radiator is used and rows of louvres are cut in the top of the bonnet. For normal conditions these are purely ornamental, and are covered by four blanking plates attached to the underside of the bonnet. For cold weather operation the two blanking plates at the back of the bonnet can be removed to allow hot air from the engine compartment to warm the outside of the windscreen.

Both intake and exhaust silencers have been modified; on the intake an oil bath air cleaner is fitted as standard, but a simple bell-type cowl can be supplied as an extra. The exhaust system is arranged so that the pipe from the engine runs outside the frame member to assist cooling, and the silencer is also placed outside the frame. It creates very little back pressure and produces a pleasing note. In standard trim the engine produces 80 b.h.p. at 4,200 r.p.m. with a torque figure of 124 lb ft, and a b.m.e.p. of 135lb per sq in at 1,800 r.p.m.

The gear box is similar to that used on the Sunbeam-Talbot, but it has been modified in two ways. First, the oil capacity has been increased simply by altering the position of the breather so that the box can run with a higher oil level. More important is the modification to the constant-mesh gears; the pinion and gear now have 22 and 27 teeth in place of a 21 and 29 layout for the standard box. This results in closer ratios between the indirect gears and a more uniform progression.

The general lines of the car are very similar to those of the 90 saloon and convertible; in fact, similar pressings are used for the front half of the body, back as far as the door. Blended into this is the new tail portion, which contains 14 cubic feet of luggage space as well as stowage for the head and side screens in a separate compartment inside the car behind the seats. The interior layout is also similar to that of the Sunbeam-Talbot, but provision is made for fitting extra equipment such as a tachometer. Detachable armrests are fitted to the doors and a fixed rest is provided between the two seats. To assist the stowage of gear in the compartment behind the seats a stay is provided to hold them in a raised position.

All-weather equipment consists of a double-texture Egyptian cotton hood and two-piece plastic side screens. The rear window in the hood is detachable and fastened by two zip fasteners so that it can be rolled down to provide maximum ventilation where it is hot enough to have to drive with the hood up.

SUNBEAM ALPINE SPECIFICATION

Engine.—4 cyl, 81 x 110 mm (2,267 c.c.). Compression ratio 7.42 to 1. Three-bearing crankshaft. Side camshaft operating o.h.v. by push rods. By-pass oil filter.

Transmission.—9in diameter dry single-plate clutch, 9 springs, carbon block. 4-speed gear box; overall ratios: top 3.9, third 5.19, second 8.54, first 11.04 to 1; reverse 13.96 to 1. Hypoid final drive; two-pinion differential. Axle ratio 3.9 to 1 (4.22 to 1 optional).

Suspension.—Front, independent by wishbones and coil springs. Armstrong R-type dampers and anti-roll bar. Rear, half-elliptic springs. Suspension rate (at the wheel) front, 104 lb per in; rear, variable-rate 132-198 lb per in.

Brakes.—Lockheed hydraulic; 2-leading-shoe front. Drums 10 x 2¼in front and rear. Total lining area 172 sq in (86 sq in front).

Steering.—Burman worm and nut.

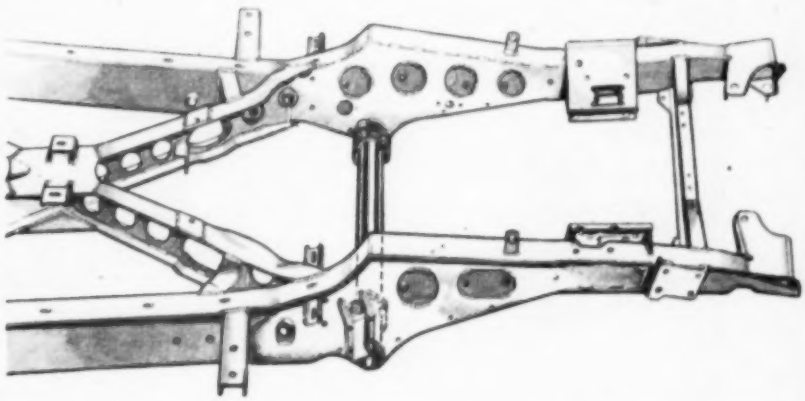
Wheels and Tyres.—Dunlop 5.50—16in on five-stud perforated steel disc wheels.

Electrical Equipment.—12-volt, 51 ampère-hour battery. Head lamps double-dip; 42-36-watt bulbs.

Fuel System.—10-gallon tank.

Main Dimensions.—Wheelbase 8ft 1½in. Track (front), 3ft 11½in; (rear), 4ft 2½in. Overall length 14ft 0½in; width 5ft 2½in. Height (in running trim) 4ft 8in with hood up (4ft 4in down). Normal ground clearance, 6.6in. Frontal area, 17½ sq ft (hood up). Turning circle 36ft 6in; 2.63 turns lock to lock. Weight (in running trim with 10 gallons fuel), 26½cwt (2,968lb). Weight distribution 52 per cent front; 48 per cent rear.

Price.—Not quoted.



For use on the Alpine model the chassis frame is considerably stiffened and fitted with an extra cross member.

OVER 50 ENTER FOR 300 MILES OF NIGHT NAVIGATION

At the finish of the *Rallye Rapide* the H.R.G. of A. S. McDonald, first car home, is parked beside the M.G. of the Oxford U.M.D.C. secretary, J. A. Ambrose, who is scanning result sheets from various controls.

Oxford University M.D.C. Runs "Rallye Rapide"

DEPENDING on how you look at it, the *Rallye Rapide*, organized by the Oxford University Motor Drivers' Club and held last Saturday night-Sunday, was a success. With the assistance of members of invited clubs (B.A.R.C., Cemian, Hants and Berks, London, M.G., Seven-Fifty and Cambridge University) an entry of 52 was achieved, headed by John Gott and including such navigational performers as Inglis (Mr. and Mrs.) and J. Bremner (with his superbly bodied Lancia Aprilia). Secretary J. A. Ambrose had also organized himself Pat Stark, a redoubtable rallyist, as clerk of the course, and the weather was wonderful—but the competitors had a rare old time of it.

Starting from a point on A40 a few miles east of Oxford, the poor crews covered 300 miles between 8 p.m. and sometime Sunday morning, largely over roads which no really self-respecting map would be prepared to include. Gott being No. 1, it was rather expected that he was unlikely to be passed *en route* and might prove difficult to beat. At 8 p.m. he was off, heading in the (very) general direction of Banbury, the first main control being to the west of that Oxfordshire town.

J. A. Ambrose had set out to find the winner on the route, and had arranged map references in series, at each one being a post giving a single letter and numeral. After noting six of these the navigator arranged the figures as a map reference, the sixth post giving the order of arrangement (for example, ACBFED) in addition to F and the final numeral. This reference located a control. But there was more to it than this. For example, with a control neatly situated off the roads a timed section to another control can be arranged to be, well, at least difficult (*rapide*). Then again, the experts with time in hand can take advantage of a bonus section thrown in.

As this event proceeded through the night it became evident that Gott had come unstuck, later to be reliably reported as suffering from his Ford Prefect's excessive need for oil and water. No. 7, ironically mounted in an H.R.G. (Gott's usual *marque*), had taken over leadership, and its crew, A. S. McDonald and R. Baxendale, with very few faults, were first home. As early as Banbury crews were giving up and heading for B. and B. One said he had to give up in Banbury itself. When it was pointed out that the town was not included in the actual route it transpired that this had had something to do with his demise.

The second main control took competitors over to their westernmost point at Tetbury, south of Stroud, in Gloucestershire. The H.R.G. arrived first just after twenty past midnight, and Barclay Inglis turned up next soon after. The third man away from the start, P. Elbra, brought his Morris Minor in third at 12.38, John Gott arriving to replenish oil and water at 1.46 a.m.

From Tetbury the field worked its way very indirectly to a point near Ogbourne St. George, which is on the Swindon-Marlborough road, A345. By this time the crews were getting well chilled as well as tired, and the surfeit of rather rough grass tracks thrown in for good measure was beginning to be resented by some competitors. Indeed, if fault was to be found, it was in the amount of potentially spring-breaking ground which was included.

A point off A4, between Marlborough and Hungerford, was the site of the fourth control, but competitors were still refused an easy return to base, and after the sheer joy of a few miles of A4 were back in the lanes and tracks south of Abingdon, not far from the Harwell atomic station. Here a bonus section was offered, but relatively few were the crews with enough time in hand to have a go. As the marshals prepared to rule out the tail end of the field for being too late for the bonus section, about 17 cars had made the attempt.

By this time the sun was trying hard to shine through the morning mist and the event took on a more cheerful tone—particularly as breakfast at base was not now far away. And when it was all worked out S. Moore with Miss J. Chesterton had won in a TC M.G., while McDonald's H.R.G., R. D. Gotts' Morris Minor and Mrs. Joan Johns' Austin A.90 had won their classes.

PROVISIONAL RESULTS

Premier award: M.G. TC (S. Moore), 27 marks lost. **Up to 1,200 c.c.:** Morris Minor (R. D. Gotts), 64. **1,201 to 2,000 c.c.:** 1, H.R.G. (A. S. McDonald), 31; 2, Citroen (J. Reynolds), 37; 3, M.G. TC (S. L. Offord), 47. **Over 2,000 c.c.:** 1, Austin A.90 (Mrs. D. C. Johns), 55. **Best University member:** Allard (B. Inglis), 43. **Team prize:** Hants and Berks M.C.—S. Moore, Mrs. D. C. Johns, J. Reynolds, 99 aggregate.

Dawn had broken as cars, coming from various directions, checked in at the last control before the finish, south of Abingdon, Berkshire. Early arrivals were able to tackle the bonus section.

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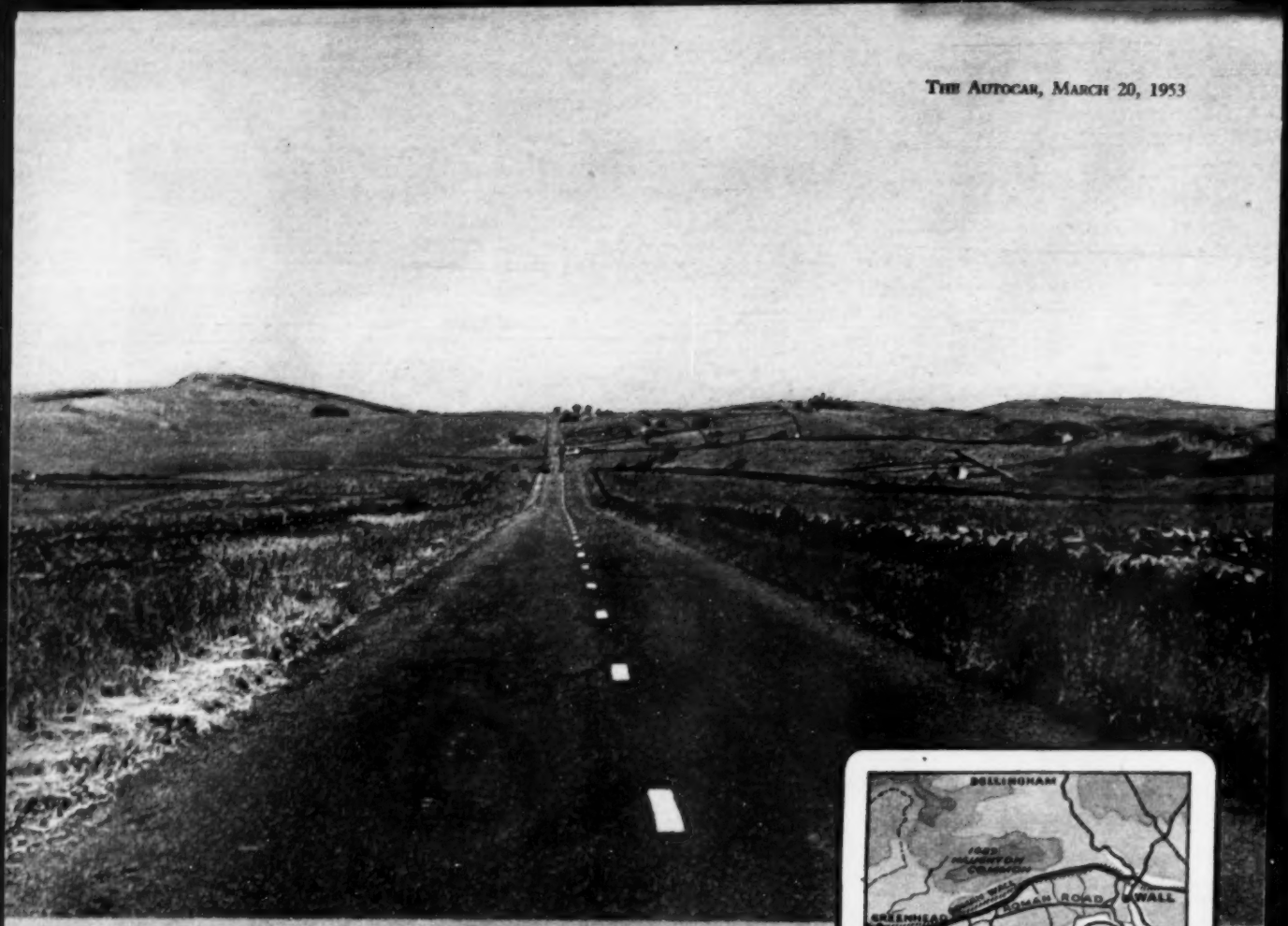
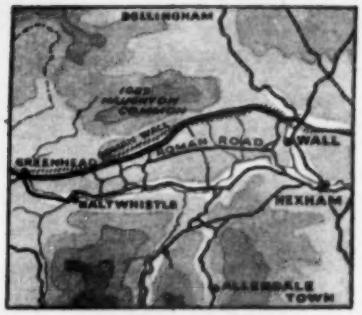


For the sheer joy of driving
I'd like to go there in an

ALVIS



"... All I seek, the heaven above And the road below me."

NORTH-WEST of Hexham, beside Hadrian's Wall and near the Roman fort of *Borcovicus*, the road runs arrow-straight under the wide skies of Northumberland. The pulsing power of your ALVIS will speedily accept such an open invitation.

In the words of "*The Autocar*" ROAD TEST, February 15th, 1952: "*An experienced and critical driver will not fail to be impressed by the feel of the Car; its handling qualities at both high and low speeds are much above average.*"

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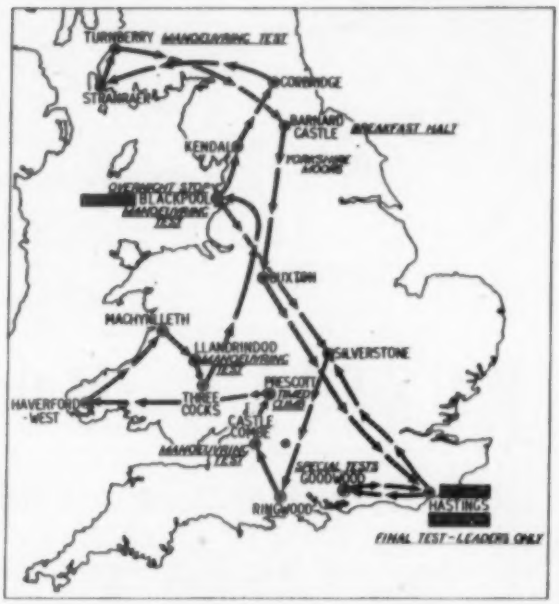
AL 36

ALVIS LTD · COVENTRY · THREE LITRE SALOON & DROP-HEAD COUPE

The R.A.C. CORONATION YEAR RALLY



This route diagram shows the ground to be covered during the course of the rally.

ON Monday morning next (March 23) the 200 competitors in the 1953 R.A.C. Rally of Great Britain will set off on their 1,500-mile trek round Britain. Two starting points are involved; one at Blackpool, the other at Hastings, the latter venue also forming the finishing point and centre of activity during the last two days of the week. From each of these centres, competitors converge on the racing circuit at Silverstone in Northamptonshire; here, from about 12.30 to 4.30 p.m. on Monday, they will engage in an acceleration and braking test. Thence the route lies southward, via Ringwood, in Hampshire, to Castle Combe circuit, near Chippenham; here another sort of test awaits them, a complicated affair of driving into and out of bays against the watch—and all this is done at night, by the lights of the car, between 7.30 and 11.30 p.m. that same evening.

From Castle Combe they head northward again, this time to that other competition venue, Prescott Hill, just north of Cheltenham. A timed climb is the order of the night, from 9.45 p.m. on Monday evening for the first man until 1.45 a.m. on Tuesday for the tail-ender. Then right across Wales to Haverfordwest, north to Machynlleth and back to Llandrindod Wells for yet another manœuvring test (7.30 to 11.30 a.m., approximately). Then north again, to Blackpool, where the forward-reverse-through-pylons-forward scissors test takes place on the Promenade from 2 until 7 p.m. on Tuesday, and where the rally halts over Tuesday night.

On Wednesday morning a series of consistency tests will be staged in the Lake District, between 9.30 a.m. and 1.30 p.m., and then north again, to Corbridge, across to Stranraer, and then to the Scottish circuit at Turnberry in Ayrshire for another night driving test on the lines of that undergone at Castle Combe; this will be from 7.30 to 11.30 p.m. Then overnight across to Barnard Castle (Yorkshire) for breakfast, and down across the Yorkshire moors (with another series of consistency tests) to Buxton in Derbyshire (11 a.m. to 3 p.m. Thursday)—and then down to Hastings for the Thursday night halt. On Friday, competitors will visit Goodwood circuit, near Chichester, and perform several tests of acceleration, manœuvrability and braking (11 a.m. to 3.30 p.m.), afterwards returning to Hastings for the end of the road section and the scrutineering process.

On the Friday night, the Monte Carlo Rally British Competitors' Club and the Hastings and St. Leonards Car Club are jointly organizing a dance at the Queen's Hotel (the rally headquarters), to which all competitors and all members not competing are cordially invited. Then on Saturday morning come the two final tests of the rally; one on the Promenade at Hastings, the other on a private drive near the sea-front in neighbouring St. Leonards; only the first hundred cars in general classification up to that point will undergo these tests. In the evening the Rally Ball and prize distribution will take place at Hastings in the White Rock Pavilion.

Maurice Gatsonides, winner of this year's Monte Carlo, passes T. G. Cunane's stationary M.G. Midget near Arrochar in last year's R.A.C. Rally; he is competing again this year in a Ford Zephyr.

Categories

The cars are divided for purposes of classification into two groups, touring and sports. The general classification of the results will depend on each competitor's marking relative to the standard assessment of performance for his group; this assessment will be the average of the best ten performances in that group. Each group is subdivided into capacity classes; the first prize in the general classification consists of £250 and a souvenir award (prizes down to fifth place), while in each class the winner will receive £30 and a souvenir award (prizes down to third place), provided there are not less than 20 entries in the class.

The entry list closed at a total of 200; these were given in detail in last week's issue of *The Autocar*. Suffice it to say that the majority of the well-known British rally competitors are engaged, together with a sprinkling of Continental drivers, including Marcel Becquart (winner of the closed car award in last year's event) and Maurice Gatsonides, winner of this year's Monte Carlo Rally.

Rally plates will be carried on the cars only during the special tests and some of the road sections involving other checks.

Left : The Pobieda (Victory) is a unit construction five-seater saloon with four-cylinder engine. Here are several of them lined up in Moscow, where over a thousand are reported to be in use as taxis. The car is made in Gorky. Right : Tools and production equipment for the 1939 Opel Cadet, taken from Germany as reparations, are used in Moscow to make the Moskvitch saloon. It is a small unit construction car with a four-cylinder engine of 1,074 c.c. A few have been fitted with wooden station wagon bodywork.

RUSSIA'S MOTOR INDUSTRY

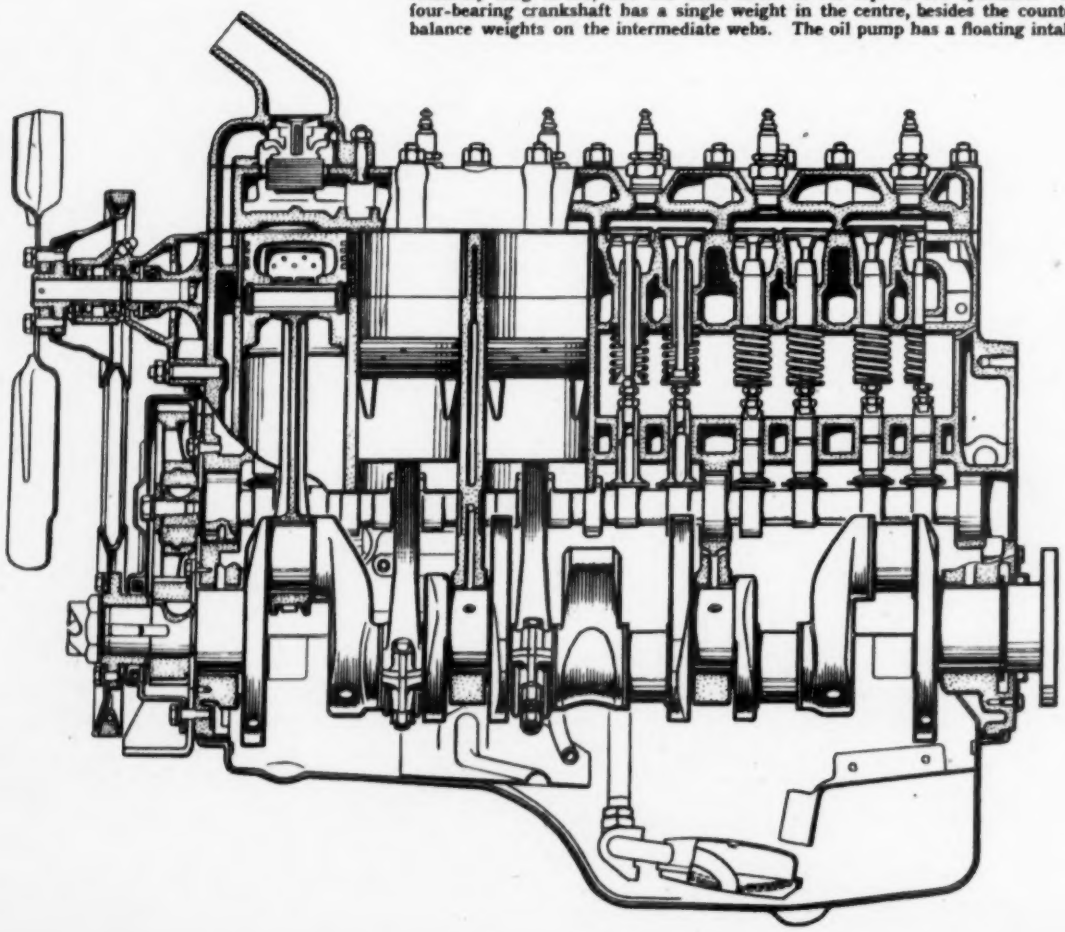
TECHNICAL DATA OF THE ZIM, ZIS 110 AND MOSKVITCH : PART II

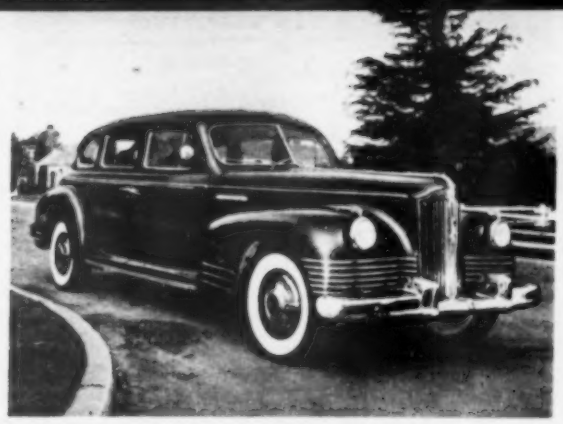
By GORDON WILKINS

(The first part of this article was published in the February 27 issue)

THE current car production programme in the U.S.S.R. is what one would expect in a closely controlled and planned economy. There is no competition between makes, and technical innovations are made only at rare intervals. Severe penalties can be inflicted on factory directors for failing to meet production schedules, and with no competitors to force the pace there is no point in holding up the production lines by introducing new models or modifications. Production has, in the past, been sufficiently delayed by lack of skill among the workpeople, and other

This sectioned view of the ZIM six-cylinder side-valve engine reveals the relatively long stroke, and the short liners at the tops of the cylinders. The four-bearing crankshaft has a single weight in the centre, besides the counterbalance weights on the intermediate webs. The oil pump has a floating intake.





Left : Photographed in the streets of Moscow, the ZIM is a big modern six-seater limousine with two additional folding seats. It has a six-cylinder side valve engine, fluid coupling and synchromesh gear box. Right : Largest and most luxurious of the Soviet cars, the ZIS 110 limousine is used by top members of the Russian Government and the diplomatic corps. It is copied from the Packard, which is widely used by Soviet diplomats outside Russia.

factors which caused a high rate of rejects in machining operations and foundry work, but the régime now offers very high rewards indeed, in both cash and improved living conditions, to the skilful and diligent worker. In this respect Russia now seems to be following a different course from Britain.

The four Russian cars now in production each cater for a different sector of the market. They have not undergone any significant change since production started, and will probably continue to be made for a long time to come. The ZIS 110, based on the Packard, was announced in 1945 and production got under way in 1946. The Pobieda, described in *The Autocar* on February 27, was revealed in March, 1947, and the Moskvitch, in reality the German Opel Cadet, was in production by 1948. Last to emerge was the ZIM, introduced in 1950.

Car production is concentrated at two main centres, Moscow and Gorky. The great Stalin works in the Proletarsky district of Moscow makes the ZIS 110. largest and most luxurious of the Soviet cars, while the smallest and cheapest car, the Moskvitch, is also made in the capital city.

The Pobieda is built in the great Molotov works in Gorky, formerly Nijni Novgorod (not in Moscow, as was stated in the first part of this article). The Gorky factory is one of the showpieces of the Soviet automobile industry. This factory also makes the ZIM, the second original post-war Russian car design. It is scheduled for considerable further expansion, and will eventually be turning out a thousand vehicles a day.

These factories also build trucks and buses, while other great factories elsewhere in the Soviet turn out large numbers of light commercial vehicles, heavy trucks and tractors. Production figures are usually disguised by quoting percentage improvements in the usual Soviet manner. The 1946 output was 36.8 per cent higher than that for 1945, the output for 1947 was 30.1 per cent up on 1946, 1948 was 48.3 per cent higher than 1947, and so on. However, it seems probable that Russia has already equalled or surpassed Britain's total annual vehicle output, although naturally, cars form a very much smaller proportion of the total.

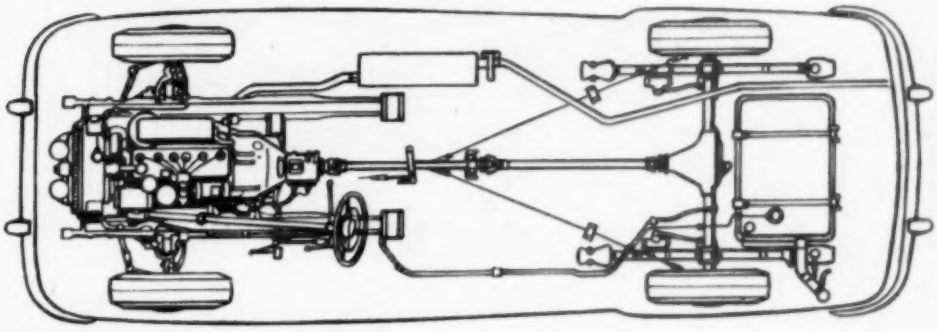
The design team at Gorky which produced the Pobieda was headed by chief designer A. A. Lipgart, and, after examination of the works drawings of the ZIM, it seems that there are so many points of similarity, despite the different characters of the two cars, that the Pobieda design team probably had a lot to do with the ZIM, too.

Similarities

A comparison of the ZIM engine, transmission and suspension with the drawings of the Pobieda published on February 27 will reveal many common features. Like all car engines in production in the Soviet Union, the ZIM is a side-valve unit, and like the four-cylinder Pobieda it has a gear-driven camshaft on the left-hand side. Other points where it resembles the Pobieda include the four-ring pistons with two slotted oil control rings, the centrifugal cooling impellor, the thermostat in a casting bolted to the front end of the cylinder head, and the gear-type oil pump with floating intake. Relatively long, dry cylinder liners are used, extending for the full travel of the piston rings, but in the ZIM the liners cover only the area of maximum wear, where the effects of corrosion from the products of combustion are most destructive. Short liners of this kind were used by Standard in England just before the war. The carburettor on the ZIM is a modern twin-choke downdraught type with annular float chamber to prevent starvation through surge when braking or cornering.

Like the Pobieda, the ZIM seems to have a modern unit body-chassis structure with a detachable front end frame on which the power unit and front suspension are mounted. In the last year or two Western designers have been turning away from the idea of making the front end of unit construction cars detachable, as it entails extra weight. but a fully detachable front end has just been seen on the Fiat 1100 in Italy, so the Russians are not alone in favouring this method, which does simplify repair work after an accident. Front suspension on the ZIM resembles that of the Pobieda in its general layout, with a built-up lower wishbone and a smaller upper wishbone shaped like a horseshoe pivoted on a hydraulic damper. Rear suspension is by gaitered half-elliptic springs with rubber-bushed shackles.

As the second largest car built in the Soviet Union, the ZIM is reserved for senior government officials and executives and there is no evidence of its being sold to private owners. It has smart modern lines, but its mechanical conception is rather conservative, with coil spring front suspension, a six-cylinder side-valve engine and half-elliptic rear suspension. The power output of the 3.48-litre unit is given as 94 b.h.p. at 3,600 r.p.m. and the car is claimed to achieve a maximum speed of 78 m.p.h. with an average fuel con-



General layout of the ZIM showing the sub-frame carrying the front suspension and power unit, the two-piece propeller - shaft with centre bearing and the half - elliptic rear springs. The engine is mounted well forward, with the third cylinder level with the wheel centres.

RUSSIA'S MOTOR INDUSTRY . . . . . continued

sumption of 15-16 m.p.g. The compression is low at 6.7 to 1, as the car has to run on fuel of fairly low octane rating.

For the ZIM transmission the Soviet designers have adopted a scheme which was used on the pre-war Singer Eleven in England and which had a temporary popularity in the U.S.A. just before the introduction of fully automatic transmissions; they combine a fluid coupling with a single-plate dry clutch and an orthodox synchromesh gear box. This type of transmission has recently been revived on the Italian Fiat 1900, but whereas the Italian car has five speeds the powerful ZIM employs three, like American cars. Top and second gears have synchromesh engagement, and the gears are changed by a conventional control on the steering column.

This is a practical arrangement for a big car with a good reserve of power, because it permits two-pedal control for a good part of the time. The car can be brought to a standstill by using the brake only, and moved away again simply by pressing the throttle. The clutch pedal is needed only when changing gear. The efficiency of such a transmission is much higher than that of a torque converter, and the Russians claim that the slip experienced with the fluid coupling varies between 2 and 2.5 per cent over the normal operating range of 2,500 to 3,000 r.p.m. This coincides with experience in the West. Behind the gear box is a two-piece propeller-shaft, with a bearing mounted just behind a point level with the front seats. Final drive is by modern hypoid bevel, which lowers the pinion shaft and helps to reduce the height of the propeller-shaft tunnel to the minimum.

The ZIM is built primarily as a six-seater limousine with folding occasional seats which bring the total capacity up to eight people, but it is a more compact car than the big Packard-based ZIS and is much lighter, the difference in weight being approximately 1,650 lb. In general external appearance the ZIM obviously owes something to Cadillac and Buick style influence and the bonnet can be opened from either side by means of recessed latches in streamlined mountings similar to those on the Buick. All doors shut on the centre pillars, and the front doors have conventional swivelling ventilation panels.

Packard-based

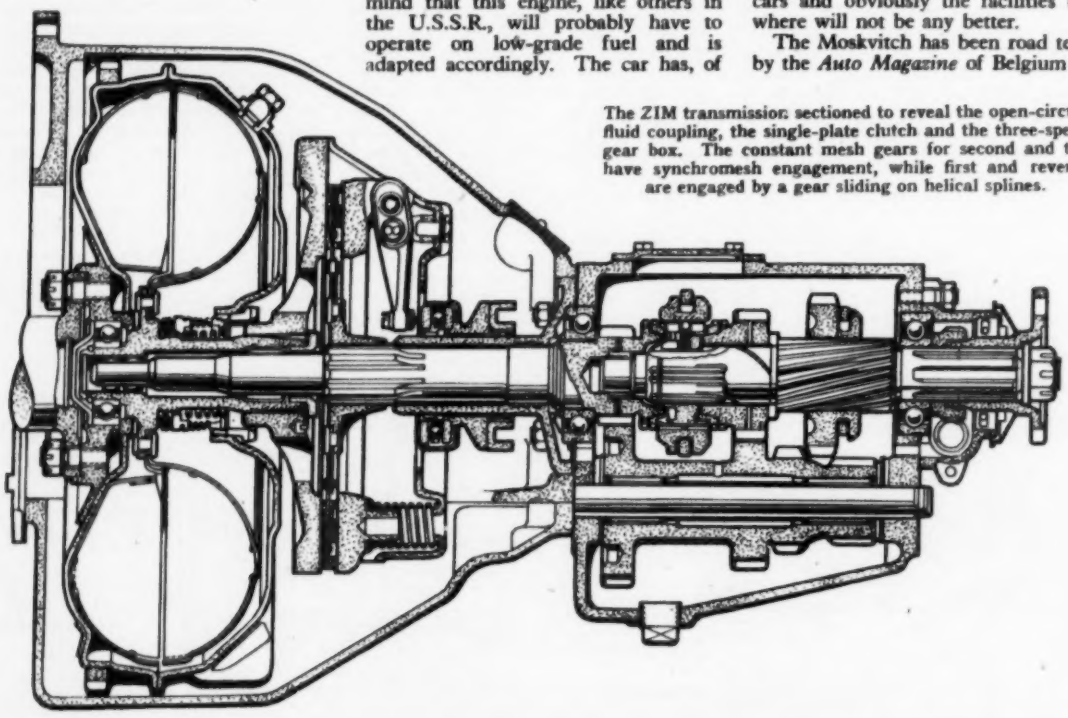
The ZIS 110, as mentioned in the first part of this article, is based upon the Packard Custom Eight and is reserved for the top members of the government and diplomatic corps. Some examples naturally have bullet-proof glass and shaded windows. This is the car in which the members of the Politburo commute between the Kremlin and their *dachas* or country villas under heavy police escort. You cannot buy a ZIS; you have to get yourself a job which has one thrown in among the other amenities. The more distinguished invalids do, however, achieve an occasional ride in a ZIS, as a few of them have been fitted out as ambulances. There are also a few four-door convertibles.

American observers who have had a chance to examine a sample captured in Korea say that the manufacturing tolerances are more liberal than those used on the Packard and the engine power is less, as the claimed output is only 137 b.h.p. as against 160 for the Packard, but it has to be borne in mind that this engine, like others in the U.S.S.R., will probably have to operate on low-grade fuel and is adapted accordingly. The car has, of course, a separate chassis with conventional wishbone front suspension and the engine is a straight-eight side-valve unit driving through a plate clutch and a three-speed synchromesh gear box. Rear springs are half-elliptic. Maximum speed is claimed to be 87 m.p.h. and average fuel consumption is about 10 m.p.g.

Finish and equipment of the ZIS 110 undoubtedly reach quite a high standard. It is nicely upholstered in cloth at front and rear, and is equipped with such amenities as radio and hydraulically operated window lifts. It has Russian-made 7.50-16in white-wall tyres.

For the ordinary citizen the ZIS and the ZIM are out of the question, and the Pobieda is unattainable except for a relatively few successful and influential people; the average Russian's hopes of car ownership, therefore, cannot go higher than the Moskvitch, the smallest car built in the U.S.S.R. at the moment. Its name means Son of Moscow and it is made in the U.S.S.R. capital, but it is an adopted son, as it is really the Opel Cadet of 1939. It is made with jigs and tools which the Russians took from Germany as reparations at the end of the war, thus leaving General Motors at Russelheim with no small car to compete against the Volkswagen, Ford Taunus and D.K.W. The Moskvitch is sold to the intelligentsia, the Stakhanovite shock workers, yes, and even to journalists, apparently, but *Pravda* admitted some time ago that the first purchasers were not to be envied. Sales facilities are very limited and it appears that people travel great distances to place their orders at the showrooms in Moscow. Moreover, they say there is nowhere in the whole of Moscow to service the cars and obviously the facilities elsewhere will not be any better.

The Moskvitch has been road tested by the *Auto Magazine* of Belgium and



The ZIM transmission sectioned to reveal the open-circuit fluid coupling, the single-plate clutch and the three-speed gear box. The constant mesh gears for second and top have synchromesh engagement, while first and reverse are engaged by a gear sliding on helical splines.

Interior views of the ZIS 110 limousine show the comfortable cloth upholstered seats and thick pile carpets. Visible on the facia are the wide, shallow speedometer and centrally mounted radio. The gear lever is on the right, under the steering wheel. Above the ashtray in the rear armrest are the switches for the hydraulically operated windows.

proved capable of accelerating from a standstill to 50 m.p.h. in 41 sec. The maximum speed recorded was 61 m.p.h. and the average fuel consumption worked out at 37 m.p.g. It is a unit construction saloon with a four-cylinder side-valve engine and three-speed gear box. It originally had a "crash" type box but has recently been equipped with synchromesh. Front suspension is the Dubonnet coil spring system and there are half-elliptics at the rear. Some of these cars are now being exported at a very low price, and quite a few have been bought in Belgium. The paintwork does not have a very high gloss and the surface finish of the panels is not perfect, but this may be because of lack of high-quality deep-drawing steel sheet. Some critics have complained of the dead steering, and a tendency to wander on a straight road, and have also commented on the poor quality of the upholstery, but all these things could equally well be held against the original car as made by Opel before the war.

Much more vigorous criticism was allowed to appear in one of the Moscow magazines, which published a letter from a Moskvitch owner who said:

> "The windows do not work satisfactorily, being raised and lowered with difficulty, and often fall spontaneously because of the jolting of the car. When it rains water seeps through the rubber insulation around the windscreen. The nuts fastening the manifold are not tightened during assembly, nor can they be tightened by the spanner provided in the tool kit, since they are not the right size. The nuts work loose and are lost."

In fact, it looks as though the present generation of Russian motorists is going to have the strange experience of operating modern cars in the type of conditions which faced the pioneers of Western Europe and America 30 years ago. It has been admitted that it is a major task even to get a tyre mended.

The general picture of the Soviet industry is therefore one of steady expansion, with commercial vehicles and trucks still accounting for the greater part of production, but with cars gradually coming into prominence. Facilities for service and maintenance will, doubtless, increase as more cars come on the road, but there is no sign whatever that the Soviet citizen will be given any choice of cars. He will take what he can get, according to his value to the State, and his position in Soviet society.

RUSSIAN CAR SPECIFICATIONS

ZIM

Engine.—6 cyl, 82 × 110 mm (3,480 c.c.). Side valves. Gear-driven camshaft. Four-bearing crankshaft. Compression ratio 6.7 to 1. 94 b.h.p. at 3,600 r.p.m. Maximum torque 162 lb ft.

Transmission.—Fluid coupling, single-plate dry clutch. 3-speed gear box with synchromesh second and top. Steering column change. Open two-piece propeller-shaft. Hypoid final drive. Overall ratios 4.55, 8.06, 14.17 to 1. Reverse 18.22 to 1.

Suspension and Steering.—Independent front with coil springs and double wishbones. Anti-roll bar and twin-piston dampers. Rigid rear axle with half-elliptic springs and opposed piston dampers. Worm and double roller steering. Ratio 18.2 to 1.

Brakes.—Hydraulic on four wheels. Mechanical hand brake on rear wheels.

Wheels and Tyres.—7.00-15in tyres on bolt-on steel disc wheels.

Dimensions.—Wheelbase 10ft 5$\frac{11}{16}$in. Track 4ft 9$\frac{11}{16}$in (front); 4ft 11in (rear). Height (unladen) 5ft 5$\frac{1}{2}$in. Weight (dry) 3,960lb.

MOSKVITCH

Engine.—4 cyl, 6.75 × 75 mm (1,074 c.c.). Side valves. Three-bearing crankshaft. Compression ratio 6 to 1. 24 b.h.p. at 3,600 r.p.m. Maximum torque 44.8 lb ft at 2,000 r.p.m.

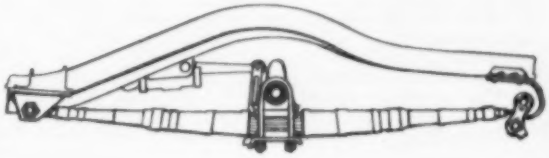
Transmission.—Single-plate dry clutch. 3-speed gear box with synchromesh second and top. Steering column change. Open propeller-shaft. Hypoid final drive. Overall ratios 5.14, 8.9, 18.3 to 1.

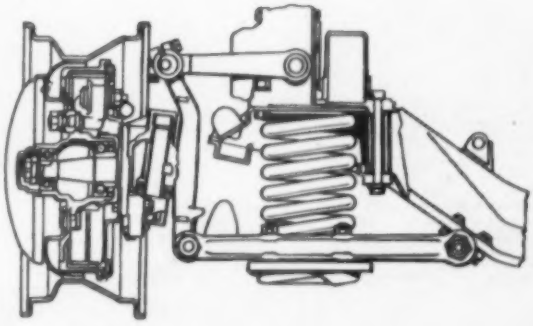
Suspension and Steering.—Independent Dubonnet front suspension with coil springs, longitudinal arms and integral hydraulic dampers. Rigid rear axle with half-elliptic springs and hydraulic dampers. Worm and sector steering.

Brakes.—Hydraulic four-wheel brakes. Mechanical hand brake on rear wheels.

Wheels and Tyres.—5.00—16in tyres on steel disc wheels.

Dimensions.—Wheelbase 7ft 8$\frac{1}{4}$in. Track 3ft 7$\frac{3}{4}$in (front); 3ft 10in (rear). Overall length 12ft 3$\frac{1}{2}$in. Width 4ft 7$\frac{1}{4}$in. Height (laden) 5ft 0$\frac{3}{4}$in. Kerb weight 1,856 lb.





ZIM front suspension, with a built-up lower wishbone and a shorter upper wishbone pivoting on a double piston damper. An eccentric adjustment for camber is provided at the outer end of the upper wishbone. The king-pin assembly incorporates a ball thrust bearing. Rear suspension is by gaitered half-elliptic springs with the axle shackled at the centre point. Opposed piston dampers are used at the rear.

High Noon! The drivers sprint across the track to their cars, and the race is on. Nearest to the camera is Masten Gregory's Chrysler-Allard.

TWELVE AMERICAN HOURS

ASTON MARTIN TAKES SECOND PLACE AND WINS CLASS IN FIRST MAJOR SPORTS CAR RACE OF 1953

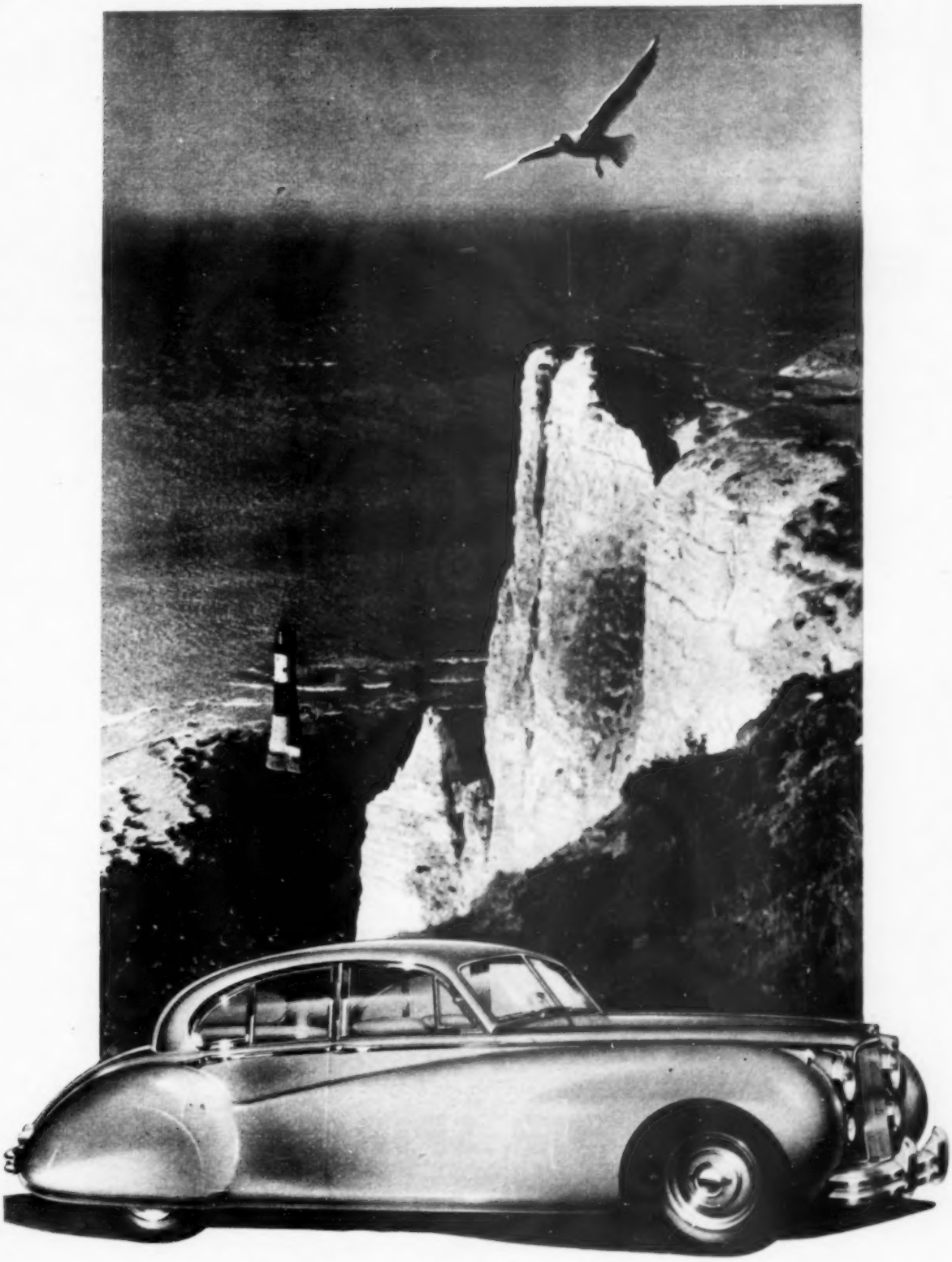
THE Florida International Twelve-Hour Grand Prix of Endurance, the first major sports car race of 1953 and the first round in the 1953 sports car championship, took place on the airfield circuit at Sebring on Sunday, March 8. Starting at noon and finishing at midnight, it presented a fine spectacle as the 55 cars dashed round the 5.2-mile circuit; the numbers dwindled fairly rapidly, however, as the race wore on, and only 35 cars were classified as finishers.

From the British point of view, the principal interest attached to the entry of the Aston Martin works team, with two of the new 2.9-litre DB3 models; approximately thirty more of the competing cars were of British origin, but in the hands of American drivers. France was eventually represented on the starting line by two unsupercharged 745 c.c. D.B.-Panhards; unfortunately the promised 2.3-litre Gordini failed to materialize.

Like its more famous counterpart at Le Mans, the race was run in two parts, as it were; one set of awards related to the straightforward race on distance covered, and the other to the classification on handicap in accordance with a formula depending on engine capacity. Practice for the event, during which some rain fell and demonstrated that the concrete surface of the course could become quite phenomenally slippery, had shown that the main battle in the former category would lie between the Aston Martins and the lone Cunningham, a 1952 C4R open two-seater powered by a 5,425 c.c. Chrysler V-eight engine and driven in turn by John Fitch and Phil Walters. Fitch, in fact, put up the faster lap, in 3m 58s (78.66 m.p.h.), both Aston Martins achieving 3m 59s. On handicap the little D.B.-Panhards would be very hard to beat, while the 1,342 c.c. Osca, driven by Briggs Cunningham himself, along with L. Lloyd, was also lapping well in excess of its set handicap speed.

Fortunately, race day proved fine and hot; incidentally, the temperature variation between day and night was enormous by British standards, the day temperature reaching 93 degrees while at night it fell by as much as 40 degrees! The cars were lined up in echelon; the drivers took up their positions on the other side of the track; George Eyston (acting by special invitation as starter) dropped the flag—and the race was on. Parnell's Aston Martin was first car to move; but then the engine stalled, and he was hemmed in by the pack. David Hirsch's Jaguar XK120C (driven by Bob Gegan and Harry Grey) was first away, with Carroll's Jaguar well up; right at the tail of the procession came Parnell. And it was still not Reg Parnell's lucky day, for on the first lap he was forced into the marker barrels to avoid René Bonnet in the leading D.B.-Panhard; this smashed the left head lamp

An early phase of the Aston Martin-Cunningham duel. Peter Collins leads from John Fitch as the cars round a concrete-surfaced curve on the airfield south of Sebring.



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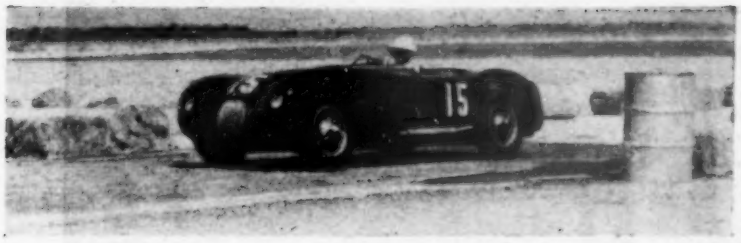
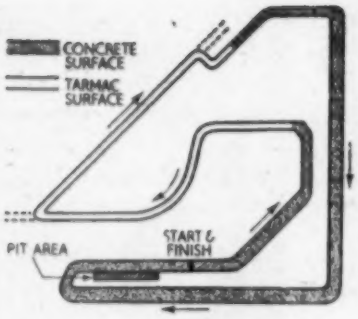


George Huntoon at speed in his Jaguar XK120C; after going well in the early stages of the race, troubles developed which eventually dropped him to 25th place at the finish.



TWELVE AMERICAN HOURS . . . . . *continued*

of the Aston Martin and forced the wing on to the tyre, besides denting the driver's door, and necessitated a brief stop for the driver to pull the wing clear.

Meanwhile, however, Peter Collins was going great guns in the other Aston, duelling with Fitch in the Cunningham. At the end of an hour the order was Collins—Fitch—Parnell, the last-named having passed the remaining fifty-plus cars, including the 4.1- and 2.7-litre Ferraris, the Jaguars and the modified and American-engined Allards. After about three hours the cars began to come in to refuel and change drivers; Duke took over from Collins in quick time, but Abecassis was delayed in taking over the second Aston, as the damaged wing prevented a quick wheel change, the pit stop taking 4½ minutes as a result. Still it was Aston—Cunningham—Aston; but then Geoff Duke had to accelerate viciously to get past a slow car which was swerving in front of the leading Aston Martin just before a corner. This brought him into the corner much too fast, and unfortunately his chance of getting round unscathed was spoilt by the presence therein of Norman Christiansen's Jaguar XK120 coupé, and the two cars collided. The Aston's rear axle radius rod was damaged, and the leader therefore had to retire—hard luck, when over a minute ahead of its nearest rival.

Both this accident and the earlier one to Parnell were contributed to, if not caused, by the absence of any international blue flags to give warning to drivers of imminent overtaking cars; moreover, there was no enforced rule of the road, passing on either side being permitted. There were other strange occurrences (to European eyes); officials on motor scooters, ice-cream vendors with their barrows, and even—on two occasions—taxi-ing aircraft, crossing the course while the race was in progress! Not, let it be stated, to the danger of competitors—but there is always the unpredictable to guard against.

Exciting Duel

The second Aston now began to move up, and after eight hours' racing there were only 40 seconds between it and the Cunningham. But try as Parnell and Abecassis did, and exciting as the closing stages of the race became, they could not quite do it, and finally the Cunningham charged triumphantly over the finishing line, 3½ minutes ahead of its British rival. Third and fourth were the Type C Jaguars of Sherwood Johnston with Robert Wilder, and Bob Gegan with Harry Grey; but the former was over thirty miles behind the Aston Martin. On handicap nothing could touch the little D.B.-Panhard driven by Bonnet and the American driver Wade Morehouse; the Aston, however, defeated the Simpson-Colby Osca for second place. So it was second both on distance and on handicap, and easily won the 3-litre class. In addition, Aston Martin were awarded the K.L.G.-Nisonger Pit Efficiency Trophy, and the Marchal Trophy for best *équipe* performance. The second D.B.-Panhard, driven by André Moynet and Bill Cook, would have been seventh on handicap had it not been disqualified for an infringement of the regulations regarding pit stops, a fate which also befell the A6GC sports Maserati of Koster and Daponte.

Neither in practice nor in the race did either Aston Martin have any mechanical trouble whatever, and the Avon tyres used stood up extremely well to the rather abrasive course surface. Altogether this was a very interesting race indeed, and a good start to the 1953 season.

RESULTS

(Race duration 12 hours, lap distances 5.2 miles)

Result on distance: 1, Cunningham 5,425* (J. Fitch and P. Walters), 175 laps (899.6 miles), 74.96 m.p.h.; 2, Aston Martin 2,920* (R. Parnell and O. Abecassis) 172 laps; 3, Jaguar 3,442* (S. Johnston and R. Wilder) 162; 4, Jaguar 3,442 (R. Gegan and H. Grey) 157; 5, Jaguar 3,442 (C. Wallace and C. Sayle) 151; 6, Ferrari 1,995* (E. Lunken and C. Hasson) 151; 7, Osca 1,542* (B. Cunningham and L. Lloyd) 151; 8, Ferrari 2,715 (P. Yung and R. Yung) 149; 9, Osca 1,092* (S. Simpson and G. Colby) 147; 10, Jaguar 3,442 (R. Ross and J. Kaplan) 147; 11, D.B.-Panhard 745* (R. Bonnet and W. Morehouse) 145.

* denotes class winner.

Result on handicap: 1, D.B.-Panhard 745 (R. Bonnet and W. Morehouse) 61.97 m.p.h., figure of merit 1.212; 2, Aston Martin 2,920 (R. Parnell and O. Abecassis) 1.171; 3, Osca 1,092 (J. Simpson and G. Colby) 1.151; 4, Osca 1,542 (B. Cunningham and L. Lloyd) 1.128; 5, Siata 724 (H. Beck and C. Devanes) 1.127; 6, Cunningham 5,325 (J. Fitch and P. Walters) 1.115; 7, Jaguar 3,442 (S. Johnston and R. Wilder) 1.095; 8, Siata 724 (T. Scatchard and H. Wessells) 1.076; 9, Ferrari 1,995 (E. Lunken and C. Hasson) 1.071; 10, Crosley 726 (G. Schrafft and E. Hamlett) 1.068.

60 entries; 5 non-starters; 55 classified finishers.

Tired but happy, John Fitch and Phil Walters sit on the victorious Cunningham after the race finished at midnight. This car has the Chrysler V-eight power unit.

David Brown and John Wyer listen to Reg Parnell's story of the dramatic closing stages of the race after the finish; note the damage to the left-side front wing of the Aston Martin.

Lisburn, Co. Antrim, is typical of the towns through which competitors will pass on the 1,000-mile Circuit of Ireland Trial during the Easter holidays.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

FIRST-GRADE FUELS

Misleading Results at Small Throttle Openings

[64776.]—There are one or two points in the letter from Mr. R. M. Shouler [64723] which we think may be misleading to some readers who are using the new premium fuel in modern cars. We feel, as Riley distributors, that we should like to comment upon them.

The tests run by Mr. Shouler in his 2½-litre Riley were made on comparatively small throttle openings at constant speed and consequently at a low power output for this type of engine. As a consequence, the engine was running well below its maximum compression pressures and therefore was not in a position to utilize the full potential of the premium fuel. Furthermore, Mr. Shouler says that he is satisfied with his existing ignition setting, presumably on second-grade (regular) as well as first-grade (premium) fuels.

We can only assume that this car was run with the ignition well retarded and the engine was not, therefore, performing at anywhere near the maximum efficiency. We would not expect to find appreciable differences in fuel consumption under these test circumstances. If Mr. Shouler is not concerned with running his engine with the optimum ignition setting and hence obtaining the greatest economy for a given engine speed, the only factors which would affect the fuel consumption would be those giving quicker warming up and less use of the choke when starting from cold.

As these tests do not, apparently, take into account the octane rating of the fuel, we suggest that they are misleading to those owners who run their cars at maximum efficiency and economy by suitable tuning of the engine for first-grade fuels.

R. C. PORTER, Director and Works Manager,
London, S.W.13. Boon and Porter, Ltd.

TOP OVERHAUL

Red Herrings and the Deep Blue Sea

[64777.]—The battle of words on the subject of top overhauls is indeed interesting, not only for the advice put forward by your contributors but also on account of the red herrings which have been produced.

This being so, one must admit that in certain respects of detail the car owner contemplating his own machine's top overhaul is now between the devil and the deep blue sea.

The difference of opinion over the use of blue marking makes one think, for while Mr. F. G. Preston [64744] states that it is never used, "P. F. P." [64743] obviously maintains that it is; or is this a red herring *par excellence*? But surely the important point is that whatever the method employed the valves must be seated correctly before reassembly? In many cases time, labour and expense will be saved by replacing the valves if there is any doubt in the matter.

It may be of interest to record that a number of reputable German motor engineers—not enthusiastic amateurs—have decided views on servicing standards in general and top overhauls in particular. Without going into details already mentioned by Bert Houlding, Jnr., "P. F. P." and other correspondents I can say that the garage which carried out the top overhaul on my Vanguard are, in the main, in agreement with methods advocated by Mr. Houlding.

Removal of sharp edges in the combustion chamber, and polishing of valve heads and ports, are considered to be of

CORRESPONDENCE . . . . . continued

advantage where that little bit of extra performance is required. Similarly, correct and accurate assembly, detailed attention to ignition timing, mixture adjustment and all unions and electrical contacts are of paramount importance. After about 300 miles tappets, carburettor and ignition are checked again as part of the service.

Results on my car have indicated that the above-mentioned servicing has paid dividends, for performance is now better than ever before and fuel consumption is less.

In conclusion I wish Mr. Houlding could come out here if only to see the thoroughness with which servicing problems are tackled on the Continent. Perhaps he has!

B.A.O.R. 30. J. A. ACKLAND, Major.

A Prophet is Not Without Honour . . .

[64778.]—Whenever Bert Houlding, Jnr., brings his common sense to your pages he is invariably followed by letters to you, many derogatory and most penned from outside Lancashire, but that of "P. F. P." [64743] takes the biscuit. If Mr. Houlding is not writing for "enthusiastic amateurs" just who is he writing for? As for his being one himself, an earlier article in *The Autocar* or a trade directory will surely clear up the matter of his calling?

If all the examples quoted by "P. F. P." in the last paragraph of his letter have actually occurred (and mark his use of plurals) during his connection with the trade, his clientele must comprise some pretty stupid people. They obviously need to read more from Mr. Houlding, which you would appear to consider you are justified in offering and for which you are to be congratulated—with enthusiasm. F. GLEAVE.

Nelson, Lancashire.

The Author Replies

[64779.]—I have no wish to waste any more space than necessary, but I think it shameful that "P. F. P." [64743] and I, both motor traders, should publicly disagree upon such a fundamental thing as exhaust valve temperature. So, once and for all, I propose to enlighten him and others who may be in doubt about the actual working conditions of an exhaust valve.

It is not given to all of us to have the opportunity for complete investigation of i.c. engines, and so we must fall back upon the published work of those who are fortunate enough to be able to devote the time and money to such investigations. I quote from *The Internal Combustion Engine*, by D. R. Pye, who says, "Thanks to the skill of the metallurgist in developing steels to withstand high temperatures without scaling, and without serious loss of mechanical properties, it is possible for exhaust valves to survive many hours of continuous operation at bright red heat, representing temperatures of the order of 750-800 deg C." Any underlining of parts of that quotation would be superfluous, after "P. F. P.'s" scornful and sarcastic repudiation of my original statement that exhaust valves *do* run at super-high temperatures. I wonder that his own common sense did not direct him to wonder why valve manufacturers had gone to so much trouble to develop K.E. 965 and XB steels, and why such great expense as that which is involved in the manufacture of sodium-cooled valves is widely considered to be justifiable. Dear me!

Much the same sort of comment is applicable to the mentality of people who try so hard to "prove" that head and port polishing is detrimental. If it is detrimental, why on earth should *every single* engine which has ever broken records, and achieved pre-eminence in international competition, have its ports polished? If other things are neglected, polishing *may* be negatived to some extent, but other things being equal, polishing cannot help but be beneficial. Perhaps the Laystall people said about their new head that port polishing would be superfluous unless certain other steps were taken; if so, they were right. But if they said that no gain in performance *could* result from polishing ports, all other things being equal, they were wrong, and that's that. I'm sorry to be so dogmatic, but I gave up experimenting with such things some time ago, and I claim to know of what I speak, and, if necessary, I am prepared to prove my statements, and I can't say fairer than that.

So I would ask "P. F. P." and others whether they think that D. R. Pye, Harry Ricardo, Joe Craig, "Matt" Wright, and all the other famous people who have helped to develop the i.c. engine to its present state, are all wrong and that they alone are right? It boils down to that simple question and I, for one, would be interested to see their answers. BERT HOULDING, Jnr.

Preston, Lancashire.

[This correspondence is now closed.—ED.]

CORONATION GRAND PRIX

Why Not Use Hyde Park as a Circuit?

[64780.]—I have often pondered upon the use of Hyde Park as a circuit on which to hold the British Grand Prix. This year seems to be a particularly appropriate one, being Coronation year, and for the following reasons: 1, Grandstands are already being erected for the Coronation and could easily be left up for a road race; 2, It would be very easy to seal off Hyde Park, with no inconvenience to users of the road; 3, There will be people from all over the world in London to cheer on the national drivers and cars, and to swell the gate; 4, The gate money would probably be enough amply to cover any widening and resurfacing of the road; 5, It is in a place where the maximum number of people can reach and see the event, not only those lucky enough to possess transport to take them miles into the country; 6, We could have real road racing on an attractive and pretty circuit.

I can see no reason why the Park should not be used for this purpose; it would be closed only for a few days. I am sure if the R.A.C. really tried, the British Coronation Grand Prix could be held in Hyde Park, and even if only for this year it would be truly something to remember.

I have also considered St. James's Park, but this is too near the Palace, and would cause more consternation were the roads closed, although the Royal box could be on the balcony of the Palace.

I hope you will give this letter space in your excellent journal, and perhaps find yourselves on my side using your considerable influence to bring this idea to fruition.

GEORGE E. GLAZEBROOK, L.D.S., R.C.S., Eng.

London, W.6.

[The use of the Royal parks for racing has often been mooted before, and an attempt was made to obtain consent in Festival year, 1951. Certainly the presence of grandstands in Hyde Park is opportune, as is the recent resurfacing of the roads therein; the central traffic islands would, of course, have to be removed for the occasion.—ED.]

VOLUNTARY TESTING

S.M.M.T. Not a Party to Agreement

[64781.]—In your leading article of March 6 you state that the Society of Motor Manufacturers and Traders has proposed to draw up a report form for the testing of motor cars, which the Minister of Transport would print and distribute with the exhortation to motorists to have their cars tested on a voluntary basis.

I think you should know that the S.M.M.T. has not agreed to do this. Our representative attended a meeting at the Ministry of Transport and undertook to examine the suggestions that were then made. No further decision has yet been come to and the matter is still being examined by the Society.

R. GRESHAM COOKE, Director,
Society of Motor Manufacturers and Traders, Ltd.

London, W.1.

TYRE LIFE

42,000 Miles and Still Going Strong

[64782.]—Since leaving Cowley with my new Morris Minor tourer in November, 1949, I have covered 42,000 miles to date, mostly in South Wales, without a puncture or tyre trouble of any sort.

The five wheels have been sent round the car at regular intervals and this has tended to even out tyre wear. There is still a reasonable tread left and it would appear certain that in due course we shall reach 50,000 miles.

The car is often driven far and as fast as possible and seldom sees the inside of a garage; the tyres are Dunlop Standard 500 by 14.

How do other readers react to this sterling performance by British goods? R. G. KELLY.

Neath, Glamorganshire.

COMPARISONS

Jaguar Mark VII and Cadillac 62

[64783.]—I cannot let the letter from Mr. E. N. G. Gorman [64732] about the relative performance of the Jaguar Mark VII and the Cadillac 62 pass without comment; he ignores one most important point, namely the much greater speed of which the Jaguar engine is capable. This enables the Jaguar to be appreciably lower geared and the tractive effort available at the road works out at 330 lb per ton for the Jaguar (top gear) and 295 lb per ton for the Cadillac (direct drive).

CORRESPONDENCE . . . . . continued

These figures are arrived at by allowing overall transmission efficiencies of 80 per cent for the Jaguar, with orthodox transmission, and 70 per cent for the Cadillac, with automatic transmission; these are pure guesses and do not, I think, unduly favour the Jaguar.

The differences in road speed at which these figures are obtained, approximately 50 m.p.h. and 65 m.p.h., are not of any practical importance as the torque curves for both engines will be extremely flat in the region of maximum torque r.p.m.

I consider that it can be agreed from these figures that your Road Test results are a true reflection of the relative accelerative capabilities of the two cars, either through the gears, or on top gear only. W. L. POPPE.

Whitton, Middlesex.

AUDIBLE WARNING

Do Unto Others . .

[64784.]—Such is my agreement with The Scribe's remarks on horn blowing (Disconnected Jottings, *The Autocar*, February 27) that I now enter the lists in support.

His theory is well founded, considering the horn is designed for use as a warning. Unfortunately, the British motorist uses it for every conceivable purpose except, perhaps, as a warning. He uses it for vituperation, admonishment and, his impatience being presumably uncontrollable, for blasting a passage where none exists. That being the manner in which he uses it himself, the same motives are assumed when he hears it from another. His reaction is therefore one of irritation, aggressiveness or both.

This, I think, answers The Scribe's question as to why it is assumed that horn blowing has some inimical intention; it may also give a clue to the mental processes of The Scribe's critics. Can it be that they blame the toot when the fault really lies in their reaction thereto?

If I have any adverse comment to make on The Scribe's paragraph, it is in that he does not emphasize enough the difference between driving here and driving on the Continent. Abroad, they sometimes drive on the crown of the road because of the steepness of the camber. Here, many drive in the middle because they are kerb-shy. In France, the response to a toot from behind is immediate; the driver pulls off the crown into the gutter—he may even slow down until one is past. Frequently, the reaction here is equally immediate; one's hoot is accepted as a challenge and the throttle is booted to the floorboards. This is why many remain silent when about to overtake; they stand a better chance of getting safely by if the driver ahead is ignorant of their intention—even if he *is* on the crown of the road.

While it has nothing to do with horn blowing, another delight of Continental motoring is worthy of mention: one seldom sees hand signals. This is so much better than the haphazard, misleading waves that are for ever England! D. K. BOYD.

Glasgow.

Hooting Only Annoys Others

[64785.]—Coming as they do from a person who is pleased to style himself as a good driver, I am indeed surprised at the words of The Scribe.

He observes, in connection with overtaking, that "the road was very wide and empty as far as the eye could see"; he then blew his horn. I wonder why? This can only have had the effect of annoying the driver of the car in front, and he freely admits he took a great delight in so doing.

I think The Scribe should obtain a copy of the Highway Code and read paragraphs 47 and 48. L. J. FENNER.

Reading, Berkshire.

[The Scribe comments: "Highway Code notwithstanding, I shall continue to use the horn as a means of giving audible warning of my approach, no more and no less. For the record, I have never styled myself as a good driver."—ED.]

"THE LOGIC OF FIGURES"

The Comparison Not Valid ?

[64786.]—May I respectfully draw your attention to the entire omission, in your editorial of February 27, of overwhelming factors in your reasoning by which you attempt to prove the desirability of a purely utility vehicle being produced in this country?

First, you base your contention of desirability on the acceptance of similar costs and expenditures in France and Britain. Secondly, you admit that the relatively small difference between the basic price of the Vauxhall and that of the 2 c.v. Citroen hardly suffices to justify the latter. Thirdly, you claim that, since purchase tax is here to stay, the true comparison is between the price plus tax of the Vauxhall against the actual price of the Citroen.

The items omitted are: that the Wyvern could quite well be scaled down to be, say, a trifle larger than a Prefect without serious loss of its amenities; that, at the weight it would then represent, an engine designed with a little more thought for economy could well produce 38-40 m.p.g. (note the 38-40 m.p.g. on the 10 h.p. Vauxhall on Pool).

Finally, you ignore the fact that, were any car produced here as you suggest, it would obviously bear purchase tax; accepting for the purpose that costs are in fact similar in France, this tax would be proportionately the same as on the Velox. The prices to be compared obviously should be the actual price of the Vauxhall against a price including an estimate of British purchase tax for the Citroen. S. L. INNOCENT.

Ilford, Essex.

[Why drag the Wyvern in? The point is that the French economy limps along at about the same pace as Britain's with a Citroen costing £346 and a Velox £833 14s 5d—thus those are the prices to be compared. Of course a Citroen type of car produced here would bear purchase tax, but the fact that the Ford Anglia sells at £489 3s 4d with tax suggests that the Citroen's price, produced in Britain, might well be about that at which it sells in France, although it would include tax.—ED.]

AS OTHERS SEE US

Difficult to Compare British and American Cars

[64787.]—As an American and the proud owner of a 1951 Austin A.40 Devon, I must heartily disagree with the letters of Mr. J. G. Staples [64660] and Mr. F. H. Lampen [64661].

It has always been difficult to compare a British car, such as I own at present, with the American cars of today, for the simple reason that they are manufactured for entirely different reasons. In your country, durability, roadability and economy are of the greatest importance. In this country economy, as far as gasoline and oil are concerned, is of little or no consequence. Durability is a quality relatively unknown in the American car; roadability is something that American engineers have relegated to the past.

I do have one gripe concerning British cars. The average dealer of foreign cars has inadequate equipment for servicing. These dealers have spent little money in getting modern, up-to-date equipment for such things as front wheel alignment, wheel balancing, and the very important job of tune-up. In addition, service manuals, as put out by some of the manufacturers, have been far from clear in describing procedures for simple repairs.

Alhambra, California. DAVID R. BREWER.

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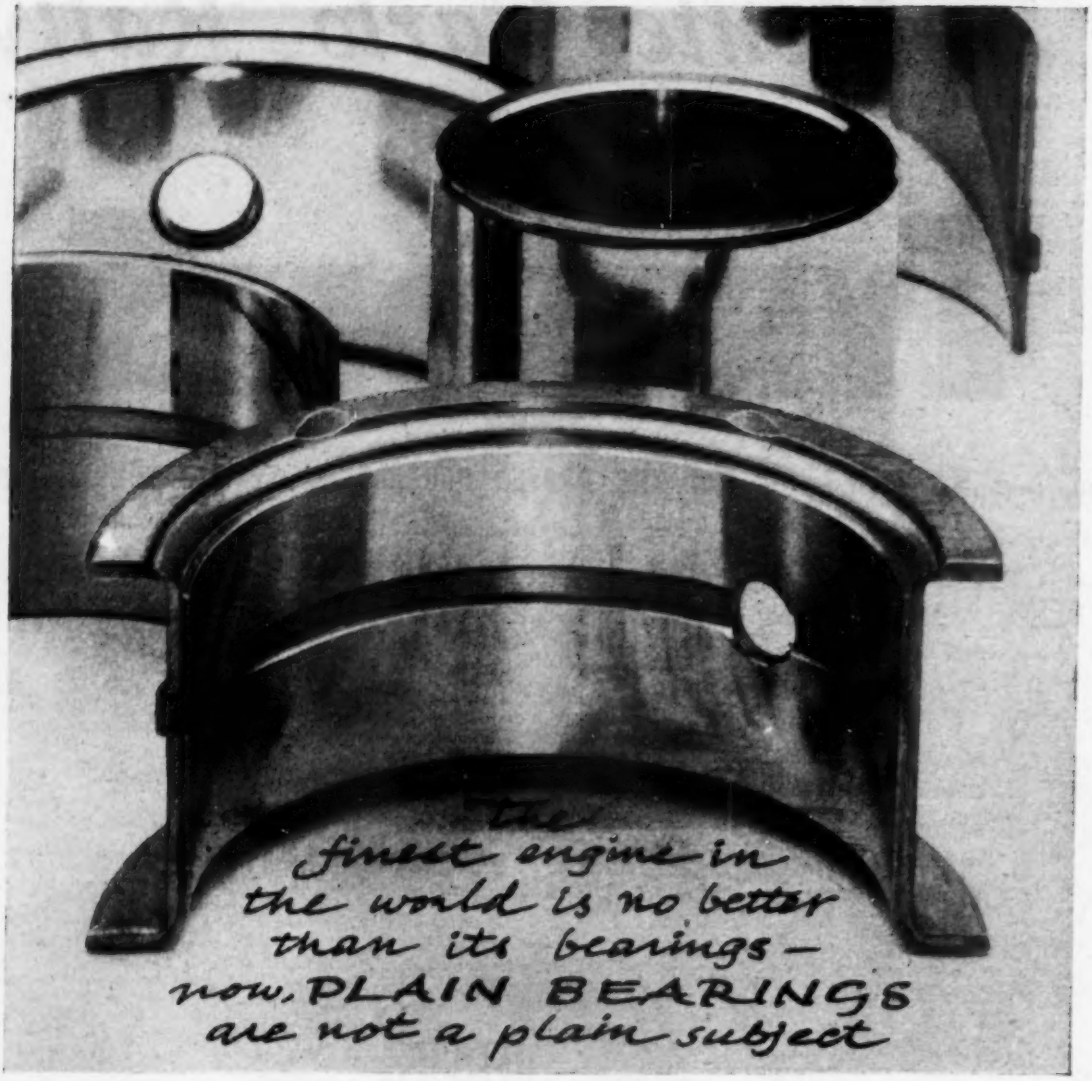

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"The Autocar" READERS' SERVICE

VIBRATION

I fitted a reconditioned engine two years ago and now, after 10,000 miles, I get an engine vibration at high engine speeds. This is so bad that the ammeter needle flickers violently, a condition which occurs at the top speed range in each gear. The fault is definitely not in the transmission, and the ignition, tappets and carburation have been most carefully checked.
Lincoln. *W. C. R.*

IT is quite possible that the vibration is caused by an out-of-balance in one of the auxiliaries such as the fan or dynamo, for example. This can be checked by running the engine for a short period with the fan belt removed. If this does not cure the trouble it will probably be necessary to strip down the engine.

No Starting Handle

Cars without starting handles are becoming more and more common and many people have expressed dissatisfaction on this subject. I feel sorry for those unfortunate people who buy these cars second- or third-hand. But, for interest, can you tell me how one adjusts the tappets without a starting handle?
Chingford, Essex. *J. W. D.*

ADJUSTING the tappets without using the starting handle is certainly a tricky business. One way is to put the car in gear and rock the car by one of the road wheels, and another is to jack up the back of the car and, with the car in gear, turn one of the rear wheels. In both instances, however, the help of a second person saves a lot of time and trouble.

Reconditioned Engines

I was recently quoted a price for a factory reconditioned engine and after this was fitted I was charged an additional amount because it was said that the cylinder block of the old engine was cracked. I rather doubt that this was really the case and I would like to know the customs governing factory reconditioned units like this. *J. E. W. B.*
Barnet, Hertfordshire.

IF the block is cracked it is quite usual to be charged for the damage, as opposed to wear and tear. This normally works very well, and it is likely that in your case the block was in fact cracked, because such a crack may not affect the engine, although naturally the same block would not be used again. It is unlikely that the block was cracked accidentally in the garage, but it is, of course, possible.

Smuggled Car

About 14 months ago I bought a car at a local auction, and two days later I noticed an alteration to the chassis number. Now I have been summoned to appear in court proceedings concerning this car in which the previous owner is the defendant. It seems that Customs and Excise expect to prove that the car has been smuggled. Can you tell me whether I would have a case against the auctioneer, as he presumably has some obligation to the public? *D. J. L.*
Belfast.

THIS case would appear to be somewhat difficult from your point of view. Assuming that the vendor of the car is convicted for a customs offence in relation to the car and as a result of that conviction the car is forfeited by you, then it would appear that the provisions of Section 12 of the Sale of Goods Act, 1893, would apply to this case: "In a contract of sale, unless the circumstances of the contract are such as to show a different intention, there is (i) an implied condition on the part of the seller that in the case of a sale he has a right to sell the goods . . . (ii) an implied warranty that the buyer shall have and enjoy quiet possession of the goods."

In this case the vendor certainly had no right to sell the goods unless, of course, he could prove that he had bought the car in perfectly good faith and that any act which contravened customs regulations had been committed unbeknown to him. If, however, he cannot prove this and if he has no satisfactory answer to the charge which has been brought against him, and he is convicted as a result of that charge, then you have a clear right of action against him to the extent that you can choose whether to rescind the contract and get your money back or else pay the customs yourself and sue the vendor for damages.

An auctioneer in these circumstances acts as an agent for both parties and it is extremely unlikely that you would have any chance of success against him. In fact, the auctioneer will almost certainly have, in his conditions, a clause which deals with this particular case from his point of view.

"Knock for Knock"

My car was involved in an accident some time ago and one of my passengers was injured. In subsequent court proceedings the other driver admitted liability for the accident and was fined.

I was insured against third party claims and my policy covered my passengers, with the proviso that I was responsible for the first £5 of any claim. Now my insurance company wants me to pay £5 as they have a "knock for knock" agreement with the other company whereby they pay half the damages cost to my passengers, and they call this a claim against me. Is it correct that I should pay this £5? *R. B.*
Leicester.

THE first point is that these third party claim sharing agreements between companies have nothing whatsoever to do with the contract between insurer and insured. You say in your letter that in court proceedings the other driver admitted he was to blame for the accident. One assumes from this, therefore, that the claim for all damage to your car and to your passengers is against this driver, and that the full amount is being met by him (or in practice by his insurance company).

In these circumstances it is not possible to see why you are being asked for the £5 excess from your own insurers. The request may have been made in error, and you should go and have a talk to the local branch manager about it.

If for any reason your office has become liable for a payment on your behalf, then the £5 may be forfeit to them. But the sum could possibly also be included in your claim against the other driver.

● A stamped self-addressed envelope, or an international or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general motoring questions are dealt with, and should be addressed to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1

Queries should not be submitted which are the normal business of manufacturers' service departments

Smell of Petrol

I have the latest type of Singer SM Roadster with twin carburettors, and the trouble is as follows: Whenever a road speed in excess of 45 m.p.h. is registered on the speedometer, a very strong smell of petrol becomes noticeable in the car, which vanishes again as soon as the speed is reduced. Now the carburettors have twice been checked, tuned, gaskets replaced, and so on. The fuel pump and feed line seem to be sound, including all gaskets, and there is certainly no smell of petrol when the car is stationary, nor are there any moist parts around the petrol system. I have fitted an additional felt carpet in the cockpit, and the crankcase breather pipe, which was suspected by one service station, was lengthened, but the smell persists. I have recently driven the single-carburettor model of the SM Roadster, but there was no smell whatsoever at any speed. *K. F. S.*
Switzerland.

IT is not easy to say exactly what is responsible for the smell of fuel inside the car without making an examination, but there are some possibilities worth following up.

The flexible petrol pipe leading from the pump to the carburettor may be slightly porous. The fitting of a replacement would readily decide this point, which may not be evident by inspection.

Alternatively the joint between the petrol tank gauge unit and the tank itself may not be very satisfactory, with the result that at speeds when surge in the tank would be at its maximum, a weep of petrol is occurring and fumes are evident inside the car.

FIRST IN FLORIDA

SUCCESSFUL S.C.C.A. RACE TWO WEEKS BEFORE SEBRING

THAT airfield racing really has come to stay in the United States was evidenced by the remarkably successful Six-Hour race for the Sam Collier Memorial Trophy staged by the Sports Car Club of America on February 21 at MacDill Air Force Base in Tampa, Florida. This event drew 60 entries and produced one of the many exciting sports car battles to be witnessed in the U.S.A. The protagonists were John Fitch (Cunningham), the ultimate winner, and California's Phil Hill at the wheel of Bill Spear's 4.1 Ferrari—the pair neither asking nor giving any quarter. MacDill, an ideal airfield for really fast racing, offered a 4.1-mile circuit, smoothly paved and featuring a 1.4-mile straight. There were five fairly sharp corners and an equal number of fast curves.

Fitch Leads

During the initial stages, Phil Walters in Cunningham No. 2 took the lead, followed by John Fitch, but after about an hour had elapsed, Fitch reversed the positions and the duet settled down to their customary team cruising tactics, obviously with something in hand. Farther back, Bill Spear (4.1 Ferrari) and Jim Kimberley (2.7 Ferrari) were steadily shaking off the rest of the field. Then Walters suffered a gear box seizure which caused him to spin; regrettably, that was the end for Cunningham No. 2, but the battle appeared to lose none of its excitement, as the two Ferraris closed in for the kill. Fitch at this time (about half-way through the race) held a comfortable lead of one lap from Hill, who had taken over Spear's Ferrari, but this he was forced to swap for a complete tyre change—all four wheels.

Before the big blue and white Cunningham could resume its blistering pace, Hill passed into the lead and—sensing his chance—proceeded to go like one possessed. Bit by bit the fleeing Ferrari pulled away from Fitch, do what he might, until at near the fifth hour Phil Hill was a lap ahead, which meant that he held a margin of at least 3min 5sec. Alas, owing to faulty pit signals, Hill did not realize his advantage, so that he continued to blaze around the course absolutely flat out, as though he had only just captured the lead. Something had to let go, and let go it did. Hill limped into the pit with a collapsed wheel, made a quick change and was off again—still in the lead, though he apparently did not realize the fact. Fitch had gone by but had not made up the lap between them. Again Hill made a supreme effort, and again a wheel collapsed. It was this second pit stop that cost him the race when victory was within reach. But the loser drove a magnificent race.

The Others

But elsewhere, too, several meritorious performances were in the making. Fred Warner, for instance, running with a practically stock Cadillac engine, placed his Allard second in Class B behind Fitch, with only six laps less than the winner. George Huntoon—driving Kimberley's 2.7 Ferrari during the second three-hour spell—moved up at such a pace that he captured second place overall on formula. During almost the entire spell that Huntoon drove, he had practically no braking power, yet time after time he managed to slip by Fitch's Cunningham into the corners. Briggs Cunningham, by the way, was conspicuous by his absence from the Cunningham team. Handling, instead, a 1,500 c.c. Osca, he not only won the entire event on formula but also ran away with his class, covering 8 laps more than Brocken in Ed Trego's Glockler-Porsche—the ex-Hoffman machine.

Two short events of 50 miles each preceded the six-hour feature; the first being for production sports cars and the second for modified sports cars driven by competitors who had never before done better than class four in an S.C.C.A. national event. The first race developed into a ding-dong battle between E. Erickson and Lupe Rainwater, both in XK120 Jaguars, the latter being a coupé. Erickson led in the opening laps but was passed by Rainwater, who appeared to have a shade of extra knottage on the straights, from the better streamlining of his car. Rainwater would have won, but for the fact that he had the misfortune to throw two tyre treads. In the second 50-miler, R. Blackwood led from start to finish in his XK 120C, scoring a runaway victory and never being seriously challenged.

All in all it was a great day's racing on a great course, not too hard on tyres, completely safe for spectators and so shaped as to lure the utmost out of car and driver.

RESULTS

Production sports cars: 1, Jaguar XK120 3.442 (E. Erickson), 77 m.p.h.; 2, Jaguar XK120 3.442 (R. Edmison), 76.5; 3, Jaguar XK120 3.442 (A. Rosenberger), 75.9 m.p.h.

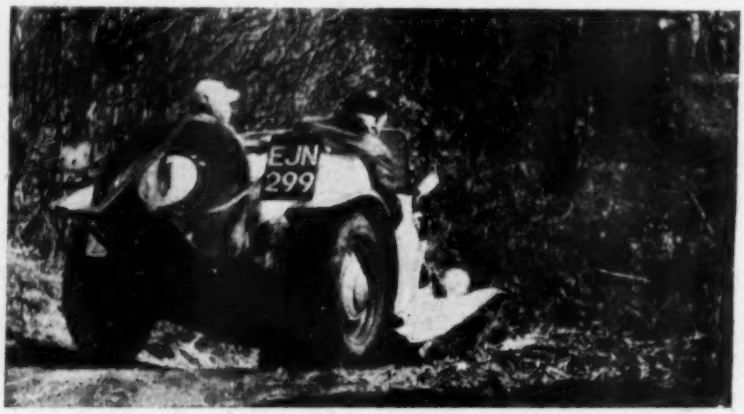
Modified sports cars: 1, Jaguar XK120C 3.442 (R. Blackwood) 80.8 m.p.h.; 2, Jaguar XK120 Sol. 3.442 (C. Whitmore), 80.3; 3, Jaguar XK120 3.442 (C. Leighton), 75.8.

Six-hour race.

Result on distance: 1, Cunningham 5.425 (J. Fitch), 492 miles, 82.2 m.p.h.; 2, Ferrari 4.100 (W. Spear and P. Hill), 490, 82.0; 3, Ferrari 2.700 (J. Kimberley and G. Huntoon), 487, 81.0. **Handicap:** 1, Osca 1.342 (B. Cunningham), 77 m.p.h.; 2, Ferrari (J. Kimberley and G. Huntoon); 3, Osca 1.092 (R. Makins and F. Bott), 70 m.p.h.

STOP-WATCH CROSS-COUNTRY

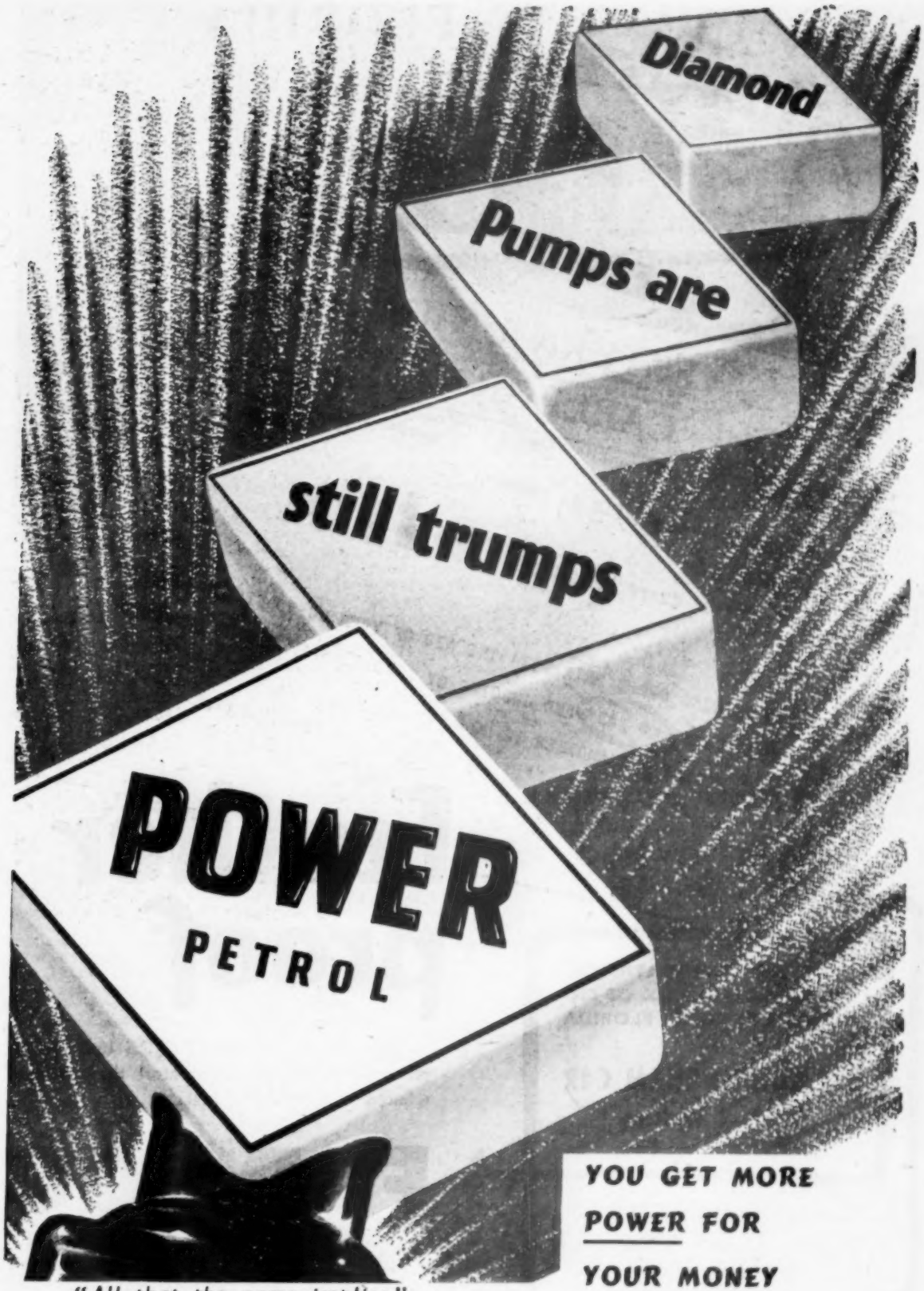
Poor Entry for First Example of New-type Event



This view of a Dellow disappearing down a steep incline gives a good impression of the terrain used for the autocross meeting.

ALTHOUGH there were only eight competitors in the first autocross meeting to be run in this country, about 700 spectators enjoyed the day's sport last Saturday, organized by the East Anglian M.C. Since its inception, the autocross has had rather rough going; the West Hants and Dorset C.C. had to cancel their first meeting a few weeks ago owing to lack of entries. It is really a timed circuit on a cross-country course; into this circuit any number of obstacles may be introduced, such as a water splash, detour around a tree, and so forth. Organizers are anxious to separate it as far as possible from its distant cousin, the dirt track race meeting, by making the course, which is like a trials circuit, a test of driving skill rather than one of sheer speed.

This event was, therefore, something of an experiment. The course was in a wood at Chalkney Mill, near Earls Colne, Essex, and because the day was so fine and dry, speeds were faster than anyone had really hoped; the water splash caused difficulties, because drivers could not brake their enthusiasm and enter it with enough caution. On the whole, though, it was a good course; not so smooth as to induce a high-speed dash straight around it, and not rough enough to break up coachwork. Plans are already ahead to modify it in places to reduce possible speeds still further. Fastest time of the day was achieved by D. S. Price, who managed to drive his supercharged Dellow around the 3,000-yard track in 3m 42s. The unsupercharged class was won by C. R. Price, in a Dellow, and the supercharged class by H. R. Smart, in a supercharged B.S.T.



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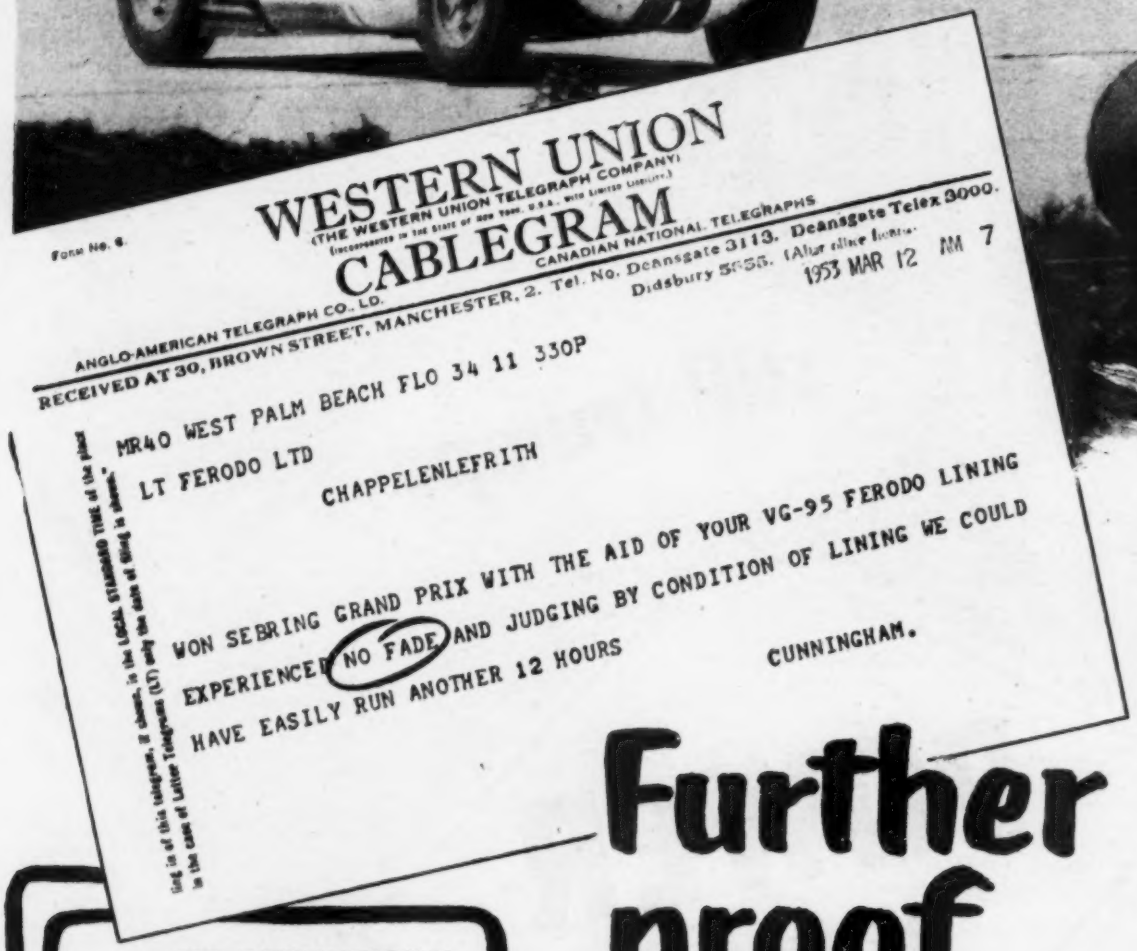

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THE SPORT

by

J. A. Cooper

The R.A.C. Rally starts on Monday; here is a team of 1½-litre M.G. saloons ready for the fray, with drivers R. E. Holt, J. L. Shaw and G. R. Holt. Note the team chevrons on the wings; it appears that Geoff Holt is the sergeant in charge!

APPENDIX C ● TOURING AND SPORTS CHAMPIONSHIPS

A GOOD deal of confusion appears to exist in the minds of competitors and organizers alike concerning the regulations governing the bodies to be fitted to sports cars taking part in international sports car races. At one time, not so long ago, there were no internationally agreed standards on this point, and therefore the regulations applicable to each event were the concern solely of its organizers. Thus a manufacturer desirous of competing in several races (each in a different country, perhaps) might find himself faced with conflicting requirements necessitating the alteration of the coachwork of his cars between one race and the next. Therefore, the F.I.A. introduced an appendix (Appendix C) to the international sporting code, in which were laid down certain dimensions, details of equipment, and other requirements affecting sports car coachwork.

Two points must be made quite clear. First, adherence to this appendix is obligatory only in international events. Secondly, the code states that all automobiles complying with this appendix must be eligible for all international sports car competitions; it does *not* say that all cars taking part in these competitions must necessarily comply with the appendix. That is where the supplementary regulations for each particular event come in.

Let me give an example. One section of the appendix which is giving rise to a good deal of argument is that affecting mudguards; an amendment was introduced to this in the latter part of last year, the effect of which is still not clearly understood. Among other things, it is now stated that the cycle type of front wing turning with the wheel is no longer permitted, and the wing must therefore be solid with the body, there being no gap between them (incidentally, this was wrongly translated in an R.A.C. Motor Sport Bulletin at the time, and should be noted carefully). This, therefore, prohibits both the true cycle-type wing *and also* the semi-cycle-type (not swivelling) wing as fitted to (for instance) the Le Mans Replica Frazer-Nash.

But this does not necessarily mean that this last-named vehicle may not compete in any international sports car race. At Sebring, for instance, the supplementary regulations for the race stated that cars must comply with the minimum requirements of Appendix C except in that the amendment affecting cycle-type wings would not be enforced. The organizers of any such event are perfectly free to frame their regulations to their own ideas, so long as a car complying with the international requirements remains eligible for the event.

THIS point should be noted particularly by organizers of events in this country. Although the use of the appendix is obligatory only in international events, the organizers of a club race meeting frequently say in the supplementary regulations that the bodywork of sports cars competing must comply with the requirements of Appendix C, *et cetera*; this saves trouble in framing the regulations and is a rational thing to do. But they should be careful that in so doing they do not unintentionally exclude a lot of cars which they would welcome at the meeting; they should add qualifying clauses to the supplementary regulations to take care of such contingencies—as in the above example. Otherwise, the scrutineers are going to be even more unpopular than usual—if that is possible—when they throw out all the Le Mans Replicas, the sports Bugattis with tiny little wings, and so on, because they no longer comply with the present international requirements. Is that clear? Very well, you may go now.

THE establishment of a rally championship, or, to give it the correct title, a Touring Championship of Europe, was one of the matters decided by the F.I.A. some months ago. However, at that time it was not sure exactly what form the regulations for this would take. Now this has been clarified; the championship is decided on the results of ten events this year, one only from any one country. The length of the road section of these events must be at least 1,000 kilometres (621 miles), and the events must have taken place at least thrice, whether in succession or not. Two drivers per car may be nominated.

The four best performances of each driver shall count, 20 points being awarded for first places, 18 for second, and so on down to two for tenth. If two drivers finish with the same total number of points consideration shall be given to the number of points they have amassed in one or more of the other championship events to decide the tie. If this method should prove impossible or ineffective, then the following considerations shall apply: (a) the relative numbers of first places gained by each driver: (b) if they both have the same number of first places, then the relative numbers of second places, third places, and so on; (c) if the drivers have shared the wheel of the same car (or cars) in the four events in question, they shall both be declared champion.

SIMILARLY, there shall be a feminine champion, for which the points amassed in the special *Coupe des Dames* categories will be counted; this presupposes, of course, that the cars in question have all-feminine crews, and excludes ladies driving in mixed teams. The events counting for this year's championship are as follows: Monte Carlo Rally (January 20-27); Sestrieres Rally (February 26-March 3); R.A.C. Rally of Great Britain (March 23-28); Tulip Rally (April 26-May 2); Travemunde Rally (June 4-7); Rally of the Midnight Sun (June 13-16); Alpine Rally (July 10-16); Liége-Rome-Liége Rally (August 19-23); Viking Rally (September 10-13); Lisbon Rally (October 13-18).

THE SPORT . . . . . continued

ANOTHER championship has also been established, this time in the sports car racing field. This is also under the jurisdiction of the F.I.A., but is for manufacturers and not drivers; seven events are scheduled for this year (again, only one in each country), and they are: the Sebring 12-hour race (March 8); the Mille Miglia (April 26); the Le Mans 24-hour race (June 13-14); the Belgian 24-hour race at Spa (July 25-26); the German 1,000-kilometre race at the Nurburgring (August 30); the Tourist Trophy race at Dundrod (September 5) and the Pan-American road race across Mexico (November 19-23). The make of car amassing most points in these races (8 points for first place, 6 for second, 4 for third, 3 for fourth, 2 for fifth, and 1 for sixth) will be regarded as world champion.

Several points strike the observer in this connection. Had the details of this championship been decided earlier, more manufacturers might have decided to be represented at Sebring, whether by their works teams or factory-sponsored private entries. The German race on August 30 is uncomfortably close to the T.T. on September 5; but perhaps one of these dates will be reconsidered before the events take place.

AS a result of the Sebring race (the first in the series), the scoring now stands at 9 points for Jaguar, 8 for Cunningham, 6 for Aston Martin, and 1 for Ferrari. So, although the Jaguar works team was not present, the third, fourth and fifth places gained by privately owned Jaguars actually give the make the lead in the championship. I have no doubt that some people will consider this vaguely unfair; but I rather hold to the view that it is only a just reward for a firm which manufactures *and markets* cars which are capable of being placed in such events. And I don't suppose that privately entered cars will score in all the races involved, by any means.

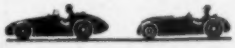
THE official Connaught racing team for 1953 will now be run directly by Connaught Engineering, and not by the syndicate previously formed for the purpose. Dennis Poore has now severed his connection with that project; the works team will be seen in action in the majority of international formula 2 races to be run this year. Incidentally, Rodney Clarke tells me that they are short of racing mechanics for the season—don't all rush at once.

REGULATIONS are now available for the third Ibsley race meeting, to be run by the West Hants and Dorset C.C. on Saturday, April 18. Open to members of the above club and of the B.A.R.C., V.S.C.C., Bristol M.C. and L.C.C.; Gosport A.C., B.R.D.C., Half-Litre Club and 750 M.C., it carries a varied programme of events for 750 and 1,172 formula cars, sports cars, and cars complying with formula 3, formula 2 and *formule libre*—in fact the lot. All enquiries to R. R. Mountford, 60b, West Cliff Road, Bournemouth; entries close on March 28. The circuit adjoins the main Bournemouth-Salisbury road, midway between Ringwood and Fordingbridge; first race 1 p.m., spectators welcome, charges for car park and programme but not for admission. This is always a good meeting, and you will have had almost a fortnight in which to recover from your Goodwood outing—so don't miss it.

ENGLISH copies of the regulations for the Mille Miglia (April 25-26) are now available from the B.R.D.C., 4, Park Lane, London, W.1. Entries must, of course, be approved by the R.A.C., and the closing date is April 5 at normal fees or April 15 with an additional payment.

Official entries from British manufacturers will include those of Aston Martin, Jaguar and Healey.

ALTHOUGH May 9 is still a good way away, enquiries for grandstand seats at the International *Daily Express* Trophy meeting at Silverstone are already beginning to arrive at the organizers' office. This meeting, for which the racing is organized by the B.R.D.C., will include the main event from which the title comes (formula 2, two heats and final), a formula 3 race, a production car race and various special demonstrations. Seats in the pits grandstand cost 30s each, and in the south grandstand 25s (parking 10s), while admission to the rest of the circuit costs 25s for a car together with all occupants. The grandstand seats will no doubt have to be obtained well in advance in view of the probable demand, and to avoid delays on race day it is always a good thing to get your car ticket beforehand; all enquiries to the Trophy Office, *Daily Express*, Fleet Street, London, E.C.4.



IN France, the Rallye des Routes du Nord, organized by the A.C. du Nord and run from February 20-22, was a considerable success. Of the 128 starters, 105 arrived at the finish at Lille some 625 miles later. No British entrants competed, but two British cars—an Aston Martin and a Jaguar—figured among the class winners. The outright winner of the event was Michel Monnier, driving his 750 c.c. Type 1063 Renault; this car was equipped with a special five-speed gear box.

RESULTS

General Classification: 1, Renault (Monnier); 2, Porsche (Olivier and Dubly); 3, D. B.-Panhard (de Simencourt and Riquier); 4, Porsche (Lapauze and Berteaux); 5, Renault (Hebert and Devaux). **Class Winners: 750 c.c.:** Monnier; **1,500 c.c.:** Olivier and Dubly; **2,000 c.c.:** Lancia (Houel and Quinlin); **3,000 c.c.:** Aston Martin (Durand and Kitabji); **over 3,000 c.c.:** Jaguar (Heurtaux). **Coupe des Dames:** Dyna-Panhard (Mme Sigrand and Mlle Hamelin).

COMING SHORTLY

MARCH 20.—Chiltern C.C. Esso film show, Bell House Hotel, Gerrards Cross—Beaconsfield road, Buckinghamshire, 8 p.m.

20.—North London E.C.C. Motoring quiz, Rest Hotel, Kenton, Middlesex, 8 p.m.

20.—Chester M.C. Film show, Queen's Head Hotel, Foregate Street, Chester, 7.30 p.m.

21.—B.A.R.C. Members' race meeting, Goodwood, near Chichester, Sussex, 2 p.m.

21.—M.G. Car Club (S.W. Centre). Navigational rally, Hare and Hounds Hotel, Westonbirt, Gloucestershire, 4.30 p.m.

21.—Bristol M.C. and L.C.C. Practice meeting, Castle Combe circuit, near Chippenham, Wiltshire, 10 a.m.

21.—Sunbac Colmore Trophy Car Trial, Shipston-on-Stour, Worcestershire, 10 a.m.

21-22.—Cranleigh and D. C.C. Nine Point Trial.

22.—Herts County A. and A.C. Map run, Panshanger Aerodrome, near Hatfield, Hertfordshire, 11 a.m.

22.—Fiat 500 Club. Luncheon run, Ye Olde Steak House, Littlewick Green, near Maidenhead, Berkshire, 1.15 p.m.

22.—Berkhamsted M.C. and C.C. Lockhart-Bossingham Trial, Watling Street Filling Station, near Redbourn, Hertfordshire, 11 a.m.

22.—**Syracuse G.P., Italy.**

23-28.—**Royal Automobile Club. International Rally of Great Britain, starting from Blackpool and Hastings.**

24.—London M.C. Talk by Stirling Moss, Paviours' Arms, Page Street, Westminster, London, S.W.1, during evening.

27.—Half-Litre C.C. Film show, Jolly Farmers, Enfield, Middlesex, 7.30 p.m.

27-29.—Bentley D.C. Eastbourne Rally.

28.—Mercedes-Benz Club. Talk and social evening, King's Arms Hotel, Hampton Court, Middlesex, from 6 p.m.

28.—Wirral 100 M.C. Sprint Trial, Rhydymwyn, near Mold, Flintshire, 1 p.m.

28-29.—A.C. Owners' Club, Night trial, Twyford, Berkshire.

28-29.—Maidstone and Mid-Kent M.C. Night navigation rally.

28-29.—Vintage S.C.C. Pomeroy Memorial Trophy Competition, Silverstone circuit, near Towcester, Northamptonshire, 12 noon.

29.—Alvis O.C. Concours d'élégance and social run, The Refectory, Milford, near Godalming, Surrey, 3 p.m.

29.—Horsham and D. M.C. and L.C.C. Spring Cup Trial, Bagshot and Pirbright, Surrey, 11 a.m.

29.—Renault O.C. Cocktail party, Denmark, Old Brompton Road, London, S.W.7, 7 p.m.

29.—British Salmson O.C. Inaugural Rally, King's Arms, Berkhamsted, Hertfordshire, 2 p.m.

29.—Mid-Cheshire C.C. Spring Sporting Trial, Liver Inn, Rhydtalog, 11 a.m.

29.—**Nimes race, France.**

CLUB NEWS

Southsea M.C.—The annual Inter-Club Team Trial enables teams from many different motor clubs, from both the north and south, to fight it out between them over the Longmoor testing grounds, Hampshire. This event will be run again on April 12. Any recognized club may enter one team or more, consisting of six nominations. If the six team cars actually start, the performances of the best three will count towards the final results. The course will cover about 10 miles; there are the usual sporting observed sections and some tie-deciding special tests. (Entries close April 7; S. A. Faulkner, 113, London Road, Waterlooville, Hampshire.)

A.C. Owners' Club.—Suitable for any type of car and suspension, the fourth annual night trial, on March 28, starts and finishes at Twyford, Berkshire; the whole route is covered by O.S. one-inch map 159. Invited clubs: Citroen, Cranleigh, Hants and Berks, Herts County, N.L.E.C.C., Singer, Windsor. (S. C. W. Wilkinson, Gate Cottage, Cookham Dean, Berkshire).

Margate and D.C.C.—One of the features of the night navigation rally, on March 7-8, was the variety of original headgear; there were home-made deer-stalkers, top hats and even a cap equipped with a portable spot light. The course, whose time schedule prevented any dallying, took in Dover, Folkestone, Hastings, Maidstone and Margate, and in the small hours of the morning competitors energetically performed reversing tests on Detling aerodrome. One driver

ran out of road on to shingle on the beach, but he was hauled on to the road again by a band of willing opponents. Many lost marks in a complicated quiz at Rye, Sussex. **Results:** 1, Jowett (T. Davey); 2, Jaguar (L. Pout); 3, Vauxhall (J. Dodwell).

Alvis O.C. (Northern).—The latest Shell-Mex and B.P. films will be shown during the social evening, at the Flouch Inn (14 miles from Sheffield, on the Manchester road), on April 1. There will be a repeat performance on April 2, at the Petre Arms Hotel, Langho, Lancashire. Invited clubs: A.C., Aston Martin, Bentley Drivers, Lagonda, Lancia, Sunbeam Register.

Sheffield and Hallamshire M.C.—Starting from the Old Hall Hotel, Hope, Derbyshire, competitors in the Shann Cup Trial, on April 5, will cover a 30-mile course in Derbyshire. Organizers have divided the entry into three classes: novice drivers (who must not have gained a first-class award in any sporting trial), lady drivers, and standard car competitors. (Entries close April 1; K. G. Settle, Westgrove, Grove Road, Totley Rise, Sheffield.)

Sunbeam Register.—There was a fine concours of Wolverhampton Sunbeams at Woodley Aerodrome, Lancashire, on March 7, when the prize for the best kept Sunbeam was awarded to C. F. South and his 1913 12-16 tourer; although S. E. Sears' 1914 T.T. car was considered to be equal to it in all but age, and this car made f.t.d. in a rally type test run later in the day. Runner-up in this test was Georges Roesch, driving K. Macworth's 1933 Talbot 75. After tea, Mrs. Roesch presented last season's awards.

Pembrokeshire M.C.—Formerly the Tenby M.C., this club has changed its name to take in the county of Pembrokeshire. The Lydstep hill-climb, at Tenby, will of course be continued; next meeting at this venue is on Easter Saturday, April 4. Invited clubs: Bugatti, Midland A.C., M.M.E.C., M.G., Hereford, Hagley. Regulations are obtainable from G. F. Reason Jones, the Royal Lion Hotel, Tenby.

Middlesex County A.C.—The club's opening event is a driving test meeting at Hendon Aerodrome, Middlesex, on April 19. Last year, these manœuvres were incorporated in the Finchley and Hendon road safety campaign with great success; the public attended in force and seemed to enjoy the proceedings, so this year spectators will again be admitted. Regulations from N. L. Alexander, Beechwood, Little Baddow, Essex.

Nottingham S.C.C.—Unfortunately, the shortage of suitable racing circuits has forced the club to cancel its race meeting fixture for April 6.

Thames Estuary A.C.—Eight rally type driving tests will be run at Wormingford Aerodrome, Essex, on April 26. For those who like to compete in this sort of exercise without the road section that usually precedes it, the tests that the organizers have prepared should provide something for everyone. Cars will be divided into the following classes, with separate categories for open and closed cars; up to 1,200 c.c., 1,201 to 1,600 c.c., 1,601 to 2,500 c.c., over 2,500 c.c., and specials of any capacity. Invited clubs: London, N.L.E.C.C., East Anglian, Eastern Counties, Harrow, M.G. (S.E.), West Essex. (Entries close April 18; S. L. Offord, 68, Exford Avenue, Westcliff-on-Sea, Essex.)

Mercedes-Benz Club.—There will be a social evening on Saturday, March 28, from 6 p.m., at the King's Arms Hotel, Hampton Court, Middlesex, when Edward L. Mayer, who has owned and driven Mercedes cars since 1903, will give an informal talk to club members.

Alvis O.C. (S.E. Section).—A noggin and natter has been arranged, at the Osterley Park Hotel, Great West Road, on April 1. The *concours d'élégance* and social run, on March 29, starts from the Refectory, Milford, near Godalming, Surrey, at 3 p.m. Regulations from K. R. Day, 31, Lawrence Avenue, New Malden, Surrey.

M.G. Car Club (Midland).—The Welsh Rally (April 18-19) has a road section of 200 miles. Starting from West Bromwich, Staffordshire, and finishing at Criccieth, Caernarvonshire, competitors will undertake a regularity test at the finish, competing in two classes only—open and closed. Any route may be followed from one control to another, provided that all check points are visited in the sequence given in the route book. Scheduled average speeds will vary between controls, according to the type of country and road that is to be navigated. (Entries close April 1; W. Hale, 29, Victoria Street, West Bromwich, Staffordshire.)

Seven-Fifty M.C.—Like the inhabitants of Lilliput, lack of size in compensated for by sheer weight of numbers. At the recent a.g.m. it was announced that membership now stands at 900, and the committee has been enlarged to cope with an ambitious programme of events for this year. Within the next three months the club is organizing the following: April 11-12, night rally; April 26, point to point; May 17, navigation rally; May 31, inter-club driving tests; June 2, Coronation night barbecue.

Plans for the six-hour relay race at Silverstone are well under way, and it is hoped to run other races for the 750 and 1,172 brigades.

Rapier Register.—This organization was formed recently and has now gathered together quite a number of enthusiasts for the *marque*. A technical advisory department is functioning and also a monthly news-sheet. Rapier owners who are interested in membership should write to G. D. Speight, 473, Manchester Road, Sheffield, 10.

Wirral 100 M.C.—The sprint at Rhydymwyn, near Mold, Flintshire, to be run again on March 28, is always a friendly event, with a minimum of formality. There are classes for sports and racing cars, as follows: sports, up to 1,250 c.c., 1,251 to 1,500 c.c., over 1,500 c.c.; racing, up to 500 c.c., 501 to 1,250 c.c., 1,251 to 1,500 c.c., over 1,500 c.c. The first sprint will be made at 1 p.m.; practising is permitted between 10.30 a.m. and 12.30 p.m. on the same day. Invited clubs: Blackpool and Fylde, Liverpool, M.G. (N.W.), Half-Litre, Sheffield and Hallamshire, Yorkshire, Waterloo and D.M.C.

Horsham and D.M.C. and L.C.C.—For specials and their friends, the Spring Cup Trial (March 29) still retains its sporting character, with a course on War Department land, in Surrey. Stalwarts will compete in two separate classes: up to 1,000 c.c. (including a special award for best performance under 750 c.c.), and over 1,000 c.c. Invited clubs: Brighton and Hove, Cemian, Chiltern, Hants and Berks, London, Southsea, Seven-Fifty. (Entries close March 23; H. Benton, Jackson Bros., London Road, Horsham, Sussex.)

Bentley D.C.—The Eastbourne Rally (March 27-29) has a very good entry. All the models of the old company, except the 4-litre Bentley, are represented, and there are also a number of thoroughbred cars of other *marques* competing in the event; one car is manned by drivers from the police driving school at Hendon. Starting points are London; Mildenhall, Suffolk; Bristol; Atherstone, Somerset; Fordingbridge, Hampshire; Uckfield, Sussex.

M.G. Car Club.—Organizers of the Cockshoot Cup Trial (April 12) have decided to run it as a reliability trial in the old tradition; the course, in the Cheshire-Derbyshire area, will be suitable for standard cars of any make, including saloons. Although it is hoped that no chassis will be broken, for the hazards will be much kinder to the coachwork than the true trials variety, the event will require skilful driving. Invited clubs: Liverpool, Cheshire, Lancashire, B.A.R.C., Sheffield and Hallamshire, M.C.C.

Mid-Cheshire C.C.—Entries in the Spring Sporting Trial (March 29) will run in three classes: up to 1,500 c.c., up to 1,500 c.c. s, cars having other than Ford 1,172 engines as basis. Starting from the Liver Inn, Rhydtalog, at 11 a.m., the course covers 25 miles of rough country. Invited clubs: Chester, Lancashire and Cheshire, Liverpool, Rhyl and D., Crewe and South Cheshire, Sheffield and Hallamshire, Shenstone and D.M.C. (Entries to A. P. B. Birt, 41, High Street, Northwich, Cheshire.)

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1952 (Sept.) LAGONDA 2.6-litre coupe, 500 miles, dark blue, red leather £2,450
1939 AUSTIN Sheerline saloon, 7,000 miles, grey/grey leather, as new £1,050
1952 RILEY 1½-litre saloon, black/green leather, 3,000 miles, one owner, as as new example of one of these rare models £1,175
1951 RILEY 2½-litre saloon, black/brown leather, 13,000 miles, one owner, immaculate condition £1,095
1947 HUMBER Super Snipe saloon, black/brown interior, heater, a most superbly maintained example in absolutely faultless condition £495
1952 ALLARD drophead coupe, 1,000 miles only. Current list price £1,790. Offered at the very attractive figure of £1,150
1951 (Series) A.C. 2-litre sports saloon, genuine 16,000 miles, many extras £935
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1950 ARMSTRONG SIDDELEY Lancaster saloon, genuine 19,000 miles from new (not ex-hire car), black/brown leather, normal type gear box, just fitted all new tyres, faultless example £795
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IN BRIEF

Mr. A. S. Hukin has taken charge of the home counties territory of Acheson Colloids, Ltd., and is at the district office at 18, Hill Rise, Richmond, Surrey. Mr. A. D. Wright, B.Sc., has joined the export sales department.

Net profits less taxation of A.C. Cars, Ltd., for the twelve months ended September 30, 1952, was £6,797 compared with £33,202 previously. Taxation was £10,171 (£58,090); £35,108 was carried forward.

For the twelve months ended June 30, 1952, net profit, less all charges including taxation, of the David Brown Corporation, Ltd. was £727,733, compared with £403,763 in 1951. Taxation (U.K.) was £1,033,351.

An additional method of protecting caravan leaf springs from mud and water, a subject referred to in *The Autocar*, March 6, is the use of Drevo spring protectors, made by the Economic Supply Service, 1, Wellclose Square, London, E.1. They take the form of pliable bandages of impregnated material.

H. A. Fox and Co., Ltd., 3-5, Burlington Gardens, Old Bond Street, London, W.1, have become distributors for London and the Home Counties of the Boden-Davis Campendium. This was described in *The Autocar* of March 6; it is a small trailer which travels at a "box" and opens out to form a camping tent.

Lincoln and Nolan, Ltd. recently opened new premises at Merchants Road, East Wall, Dublin, where Austin and Rover cars and vans are being assembled for distribution in Eire. The assembly shop has an area of over 1,800 square feet, and employs up-to-date production methods.

Triplex safety glass was exported to a record number of countries during 1952. During the year laminated plate and sheet safety glass was exported to 40 overseas territories. Countries who became Britain's customers during the year included Chile, Syria, the Lebanon and Mauritius. The total footage of glass was 40 times the amount exported in 1938.

Mr. D. T. Chadwick has been appointed assistant divisional manager, northern division, by the National Benzole Co., Ltd. He joined the company in 1948 as a representative for the Bolton area. The previous northern divisional manager, Mr. S. Tindal, has been replaced by Mr. A. Moore. Mr. P. Briten has been appointed assistant midland divisional manager.

Following the acquisition of the manufacturing and selling rights of the Turbomeca range of gas turbine engines, Blackburn and General Aircraft, Ltd. have appointed Mr. F. R. Bell as chief engine designer, with Mr. W. B. Mathison as assistant. Readers of *The Autocar* will recall Mr. Bell's articles on the design of gas turbines for cars, including his detailed description of the Rover unit for which he was primarily responsible. Engines sales manager is now Group Captain H. J. Wilson, C.B.E., A.F.C.

The address of the makers of Penarth caravans (*The Autocar*, March 6) is Goddard Industries, Ltd., Penarth Dock, near Cardiff. The address of an agent for the company was given previously.

Standard service weeks will be held by the Westgate Motor House Co., Ltd., Westgate Street, Gloucester, and by Haines and Strange, Ltd., 53-55, Albion Street, Cheltenham, beginning on April 20 and 27 respectively.

In conjunction with Mann Egerton and Co., Ltd., Auto Tyre Services, Ltd. are holding an exhibition of Blue Peter retreaded tyres at the Castle Hotel, Castle Meadow, Norwich, on Thursday, March 26. The former company are the East Anglian distributors for these retreads.

The firm of Jack Barclay, Ltd. will be leaving the St. George Street premises at Hanover Square, London, W.1, which they have occupied for the past 27 years, to become centralized in the new Berkeley Square showrooms, where they display Rolls-Royce and Bentley cars. The new premises have been extended so that twice as many cars as before can now be shown. The move will be completed by March 25.

The Avon India Rubber Co., Ltd. are once more making racing tyres. In the 1920s the company had close associations with racing, giving this up in 1932. Since 1945, however, Avon tyres have been used by the Vincent company during the establishment of world motor cycle records, and by the Norton company in the last two years. This year the Aston Martin company are using Avon tyres, and have already had considerable success on them in the Sebring race, described on pages 378 and 379 of this issue.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16588. 1937 Humber Eighteen.
"D.E.W."—All possible information and a handbook.

No. 16589. 1935 Austin Seven Ruby.
"J.K."—Any available information and a handbook.

No. 16590. 1934 Daimler Fifteen.
"H.G.A."—Performance data, fuel consumption, general information and a handbook.

No. 16591. 1938 Lancia Aprilia.
"L.C.R."—Maintenance data and a handbook.

No. 16592. 1934 18 h.p. Talbot.
"H.G.H."—Details on maintenance and a handbook.

No. 16593. Handbooks Required.
"D.S.B."—1928 7th Series 17 h.p. Lancia.
"J.E."—1946-47 Austin Twelve.
"G.R."—1930 Austin Seven.
"C.B."—1937 Humber Twelve.
"C.F.B."—1934 Singer Le Mans.
"R.G.D."—1937-38 Wolseley Fourteen.
"H.H.V.R."—1939 1½-litre Jaguar.
"S.T."—1936 Austin Twelve-Four.
"R.F."—1933 L-type M.G. Magna.
"A.S.C."—1933 Rover Speed Pilot, triple carburettor model.
"C.B."—1935 Austin Seven Ruby.
"O.P."—1938 Standard Nine.
"F.P.A."—1934 Vauxhall Twelve-Six.
"K.F.W."—1935 Lagonda Rapier.
"E.B."—1938 SA-type 2-litre M.G.
"L.J.B."—1937 2-litre M.G.
"A.B.U."—1936-37 25 h.p. Wolseley.
"F.J."—1937 18-80 h.p. Wolseley.

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Telephone : GROsvenor 3434

WELSH HARP, EDGWARE ROAD
LONDON, N.W.9
Telephone : HENdon 6500

382, STREATHAM HIGH ROAD
LONDON, S.W.16
Telephone : STReatham 7751

The Autocar

CLASSIFIED ADVERTISEMENTS

CLASSIFIED ADVERTISEMENT RATES

8d. per word, minimum charge 8/-, each paragraph charged separately, name and address must be paid for. Paragraphs of less than eight words are charged at 10/-. All advertisements must be strictly prepaid and should be addressed to the Autocar, Classified Advertisement Dept. Dorset House, Stamford Street, London, S.E.1.

Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme facilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.
The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A.C.

GE

1949 (late) A.C. 2-litre de luxe saloon, one owner, guaranteed mileage 27,000, finished most beautiful unmarked two shades grey cellulose, brilliant unscratched chromium, best quality dove grey leather, blue carpeting, polished mahogany woodwork, specialities include: telescopic steering, Brooklands sprung steering wheel, clock, temperature gauge, built-in tool body, etc., virtually indistinguishable new, fully checked throughout, written guarantee; 695gns; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [2000

1951 A.C. 2-litre saloon, beautiful condition; £955.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 saloon, grey/blue hide, one owner, immaculate car; £795.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

A.C. Cars Wanted

REQUIRED immediately, good A.C. pre- and post-war.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

H. F. EDWARDS urgently require good A.C. for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2003

ALFA-ROMEO

BARTLETT.—Alfa-Romeo 120 mph actual Le Mans winner; Alfa Romeo 1.750cc s/c. coupe, £275.—27a, Pembridge Villas, W.11. [C1015

1951 (show 1950) Alfa-Romeo 2.5-litre chassis with most attractive low-built D.H.C. by Farina, low mileage, beautiful condition, every extra, £2,950.—Taylor & Crawley, 48, Kensington Court, W.8. Wes. 6015. [C4036

ALFA-ROMEO D.L.H.304 ex Guy Templer, T. of S.C. "Autocar," 13/1/50. 2.5-litre 8-cylinder supercharged Castagna 2-seater; £750.—Richards and Brown, Ringers Rd. (off High St.), Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [C3049

Alfa-Romeo Cars Wanted

BARTLETT.—Alfa-Romeo Specialists.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0913/R

PERFORMANCE CARS urgently require Alfa-Romeos.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

CARR BROS. GARAGES, West End Depot (21, Soho Sq., W.1), Ger. 6678/9, is keenly interested.—Call, write or 'phone. [W1041

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS) Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124/R

ALLARD

DICKS

1948 (November) Allard drop head foursome coupe, most attractive and fast car; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

GUY SALMON AUTOMOBILES offer:—

1952 Allard drop head coupe, 1,000 miles only, list price £1,790; £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

RICHARDS & CARR, always best value.

1948/9 drop head coupe, black, excellent throughout; £465.

J2 competition 2-seater, just overhauled by makers, Ardun heads available; £565.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 (April) Allard saloon, 10,000 miles; £675.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1951 Allard saloon, Ful. mod.; £715.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

SALES & WANTS

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MOTORISTS!
ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 81

ALLARD

1949 Allard drop head coupe, obviously well maintained and in extremely good condition throughout; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

Allard Cars Wanted

ALLARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

BARTLETT will pay more for Allard cars.—27a, Pembridge Villas, w.11. [W1015

ROWLAND SMITH'S, the Allard buyers.—Hampstead High St (Hampstead Tube) Ham 6041. [0868/R

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ALVIS

L. F. WARD, Ltd.

1953 3-litre Alvis 2/3-seater, 200 miles only, first registered 2.3.53; car as new; £1,450.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

CHARLES FOLLETT, Ltd.

1938 Alvis Speed 25 sal. by Charlesworth, grey, good mechanical condition and tyres, to be sold as it stands; offers required; inspection invited.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

B. J. HUNTER, Ltd., offer:—

1950 Alvis 14hp drop head coupe, special streamlined body, unrepeatable at £575.

1949 Alvis 14 saloon, special razor-edge body; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BROOKLANDS, Alvis distributors, new 3-litre.

1952 Alvis 3-litre sports 2-seater, 250 miles.

1952 Alvis 3-litre Tickford d.h. coupe.

1951 Alvis 3-litre saloon, radio, heater.

1950 Alvis 14hp sports 2-seater, extras.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 6351-6. [C1029

1953 Alvis 3-litre 2-seater, 600 miles only; £1,465.

GORDON CARS (LONDON), Ltd., Gordon Hse., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

1948 Alvis 14 drop head foursome coupe, in superb condition throughout; £685.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2052

PERFORMANCE CARS.—Good selection always available; written guarantee—See under "Sports Cars." [C5041/R

1937 Alvis 17 sports saloon; £250; h.p. and exchanges.—Rovs Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C5059

£225.—Alvis 17hp open 4-seater sports tourer, rebuilt and reconditioned 1948, body green; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4090), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0589/R

1939 (May) Alvis 12/70 4-door sports saloon, grey, loose covers, carefully maintained; written guarantee; £345; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002

£245.—1934 Speed 20 sports tourer, steering and suspension overhauled, coachwork excellent appearance, complete all-weather equipment.—Alton Garage (Bayswater), Ltd., 17-19, Brook Mews North, Paddington, W.2. Pad. 5952. [C1007

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

£625.—Alvis 4.3-litre special sports saloon by Gurney Nutting, magnificent condition, many extras, including radio and heater, first registered 25.7.39, 3 months' guarantee, any trial, deferred terms arranged.—Henlys, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0061. [9854

1950 Alvis 14hp (Dec., 1949) saloon, in perfect condition throughout, one lady owner, 26,000 miles, cellulose and interior immaculate, mechanically perfect, new Dunlop tyres, heater, regularly serviced and maintained since new, taxed year; open to any inspection; £685.—W. H. Baker, Ltd., Wallingford. Tel. 2281. [9708

545 gns.—Alvis 14, November, 1947, 4-door, 5-str., shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tailboard, heater, good tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [C4016

Alvis Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0941/R

PERFORMANCE CARS, urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8641; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

H. F. EDWARDS urgently require good Alvis, for immediate cash; distance no object.—Details please to 200 Great Portland St., London, W.1. Langham 0012. [W2008

CHARLES FOLLETT, Ltd., buy good late model cars. —18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0951/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Sales and service.—G. W. Wilkin, Ltd., 84, Eden St., Kingston 2241/2. [84053/R

AMERICAN CARS

SIMPSON'S MOTORS offer:—

RHD 1949 Chevrolet 4-door saloon, radio, heater, seat covers, all extras.

RHD 1951 model Nash Statesman 4-door saloon, radio, heater, seat covers.

RHD 1949 Pontiac saloon, radio, heater, all extras.

1949 Cadillac saloon, hydramatic drive, fitted radio, heater, all extras.

FOR further selection see under "Chevrolet," "Pontiac," "Plymouth" and "Studebaker."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

1950 Pontiac 8-cylinder 4-door saloon.

1949 Chrysler Plymouth 4-door saloon.

1948 Pontiac 6-cylinder 2-door saloon.

1947 Buick 31hp saloon.

FOR further details see under classified advertising.

ALWAYS a representative stock of carefully chosen pre- and post-war American cars.

280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BUICK 1952, super l/h, 2,000, Riviera; £2,250.

CHEVROLET 1952 Bel-Air, 6,000, l/h; £1,475.

CHEVROLET 1950 4-door saloon, 12,500, r/h; £950.

CHEVROLET 1947 2-door, r/h, 23,000; £750.

OLDSMOBILE 1948 2-door, l/h, 27,000; £795.

ALL American cars in stock from £500.—Wharfdale Garage, Ltd., Bournemouth (Westbourne 64497). [9596

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [4028

American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd. buyers of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W 5064

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [W1027

ARMSTRONG SIDDELEY

BROOKLANDS: Individuality, new and used cars.

1952 Armstrong Whitley saloon, 5,000 miles, radio.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

P & J PASS & JOYCE, Ltd. (London and district distributors), offer:—

1950 Armstrong Siddeley Lancaster saloon, black, preselector, as new; £765; one week's free trial, guaranteed.—184, Gt. Portland St., W.1. Museum 1001. [C3039

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 Armstrong Siddeley Hurricane drop head foursome coupe, special colour ivory and maroon, radio, heater, plaid loose seat covers, manual type gear box, an exceptional car in every way, indistinguishable from new; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1953 Armstrong Whitley 6-light saloon, 400 miles only; £1,375.

GORDON CARS (LONDON), Ltd., Gordon Hse., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1947 (May) Armstrong Siddeley Hurricane coupe, black, new hood, good order throughout; £475.

1946 (Sept.) Armstrong Siddeley Lancaster saloon, black, excellent condition throughout; £575. [C1001

1951 Armstrong Siddeley Whitley 18hp saloon, finished black, heater, 11,000 miles, one owner, spare unused; £945.

RIPCO, Ltd. (Armstrongs purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1946 Armstrong Lancaster; £475.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1949 Armstrong Hurricane, 26,000 miles, one owner, black body, new blue hood, excellent condition, taxed December; £685.—Long, Ealing 1818. [9689

CASS'S MOTOR MART.—1950 Armstrong 18 saloon, black, heater, one owner, unblemished written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1952 (June) Armstrong Siddeley, black 6-light saloon, mileage 10,000, as new, owner driven; offers.—Broughton, 15, Princess St., Dorchester, Dorset. [9800

1948 model Armstrong Typhoon, colour maroon, condition original; £535.—Evans & O'Malley, Lowndes Square, Knightsbridge, S.W.1. Sloane 1355 or 1709. [9587

1952 (Oct.) Armstrong Lancaster saloon, grey with green leather, 3,000 miles only, as new; £1,250. —Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

GUY ALFREDS & Co., Ltd.—1939 Armstrong 17hp 7-seater limousine, leather throughout, one private owner only, superb.—6-7, Warren St., W.1. Euston 3268. [C1005

£485.—1948 model Armstrong Hurricane drop head coupe, very carefully used and maintained; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

395 gns.—Armstrong Siddeley, September, 1946, Hurricane foursome drop head coupe, Cambridge blue, fawn leather, radio, heater, manual gear change, good condition, taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [C4018

Armstrong Siddeley Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—520, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH.

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916/R

ARMSTRONG in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

7-seater privately owned Limousines required, 18hp 1951/52, also 17/25hp 1939—cash waiting. A. & S., 2 Providence Court, North Audley Street, Mayfair. [W1006

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service; 48 hours exchange engine service; prompt, guaranteed work by specialists.

PRESELECTOR gear boxes, exchanges, reconditioning. —Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216/7. [0602/R

ASTON MARTIN

ASTON MARTIN 1938 drop head coupe, special body; £575.—Cla. 8583.

2-litre Aston Martin, 1938, beautiful condition throughout.—Box 6121. [9868

BARTLETT.—Aston Martin 1939 series 2-litre drop head coupe; £550.—27a, Pembridge Villas, W.11. [C1013

ASTON MARTIN 1½-litre short chassis 2/4-seater, good condition; offers near £300.—Chandler, Northside, Beechwood Rd., Beaconsfield, Bucks. Tel. 664. [9810

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.,

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialized servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUSTIN SEVEN

AUSTIN 7 1937 Ruby de luxe saloon, one lady owner, immaculate condition throughout, taxed December, 1953; £185.—Macaulay 1265. [9944

1935 Austin 7 Ruby saloon, body overhauled, engine overhauled, only done 400 miles since; £140.—Leeson, 10, Adelaide St., Crawshawbooth, Rossendale, Lancs. [9732

£165!—1937 Austin 7 Ruby saloon, black with green leather, reconditioned engine only done 5 miles, just resprayed, good tyres and battery, bargain.—Packman & Nicholls, 281, Sandycombe Rd., Richmond (Surrey) 5477, and 1287 after business hours. [9606

ROYS for reliable Austin 7's: the following saloons are available: 1934 £90; 1935 £110; 1936 £135; 1937 £145; 1938 £165; 1939 £195; also an excellent 1937 2-seater £155; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers, Hampstead High St (Hampstead Tube). Ham. 6041. [0918/R

AUSTIN EIGHT

1947 Austin 8hp 4-door saloon, black, excellent condition; £325.—Elgar 5293. [9772

1947 Austin 8hp saloon (black); £375.—Ernest Roberts, Bridge St., Guildford, Surrey. [9377

1947 Austin 8 saloon, black, fitted new engine; £355.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1947 Austin 8 4-door saloon, excellent condition; £360; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1690/7087. [C3034

1947 Austin 8 4-door saloon, black/brown leather, one owner, recent recon. engine; £365.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

A SUPERB one-owner Austin 8 4-door sun saloon, registered December 12, 1946, black with brown leather, speedo reading 32,000 miles; this car looks and runs like new; £345.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

195 gns.—Austin 8, 1940 4-door saloon, blue, good condition; taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C4015

1947 (April) Austin 8 4-door sun saloon, black with brown leather, really attractive; written guarantee; £345; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Langham 0012. [C2003

Austin Eight Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

AUSTIN 8 wanted for cash.—St. Albans 3080. [W2013

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919/R

AUSTIN TEN

C.M.I. CAR SALES (Pri. 6623) offer:—

1947 Austin 10 saloon, black, brown leather upholstery; £385.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1935 Austin 10hp drop head coupe, grey and black, maroon leather upholstery, above average for year; £195.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3013

1938 Austin 10 Cambridge de luxe saloon, original cellulose, in excellent condition; £255.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005

£395.—Austin 10 1947 4-door saloon, one owner, excellent cellulose, good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, H.P. [C1017

1947/8 Austin 10 d.l. saloon, choice 2; £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1940 Austin 10 4-door de luxe saloon, as 1948 model, immaculate; £315.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C3024

£395.—(November, 1947) Austin 10 saloon, 29,000 miles, very carefully maintained, many extras; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C3081

£185.—1936 Austin 10hp Sherborne 4-door de luxe saloon, superbly maintained in most beautiful order, delivered free U.K.—Holden Automotive & Marine Co., Ltd., Shipbuilders, Yarmouth, I.o.W. Tel. 384. [9473

ROYS for reliable Austin 10's: the following saloons are available: 1935 £135; 1936 £155; 1937 £185, and a beautiful 1939 Cambridge, as new, £325; also 1934 2-seater with dickey, fully equipped £125, and 1939 coachbuilt utility with renewed interior £195; h.p. and exchanges.—Roys Automobiles, Ltd., 17, Parkway, N.W.1. Euston 2700 and 8894. [C3059

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

£325.—1940 Austin 10 de luxe saloon, spotless condition, similar to post-war; £110 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Austin Ten Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0920/R

AUSTIN 10 wanted for cash.—St. Albans 2050. [W2012

AUSTIN A30

A30 Austin, Feb., '53, as brand new, heater; best cash offer over £600.—Can. 2521. [9693

150 miles.—1953 A30, beige with heater, just as new; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2891. [C2031

AUSTIN A40

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A40 Somerset saloon, 3,000 miles; £725.

1951 Austin A40 Devon saloon, radio, heater, 19,000 miles; £615.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1952 Austin A40 Devon saloon, 8,000 miles only, positively as new; £675.

1951 Austin A40 Devon saloon, one owner, carefully used; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1952 Austin A40 Devon saloon, green with brown upholstery, heater, 3,000 miles only; £725.

1952 Austin A40 Somerset saloon, black with beige upholstery, 600 miles only; £765.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

OVERSEAS CARS, Ltd., offer:—

1949 Austin A40 saloon, green; £525.

1950 Austin A40 saloon, black; £575.

1951 Austin A40 saloon, grey; £625.

ALL the above in excellent condition throughout.

FOR other Overseas Cars bargains see page 47.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

GLANFIELD LAWRENCE offer:—

1950 Austin A40 saloon, olive green, one owner, 20,000 miles, specimen condition throughout; £585.—407, High Rd., N.12. Finchley 0091. [C2055

WARWICK WRIGHT Ltd. offer:—

1951 Austin A40 Devon saloon, heater, black, 4,000 miles; £695.

1952 Austin A40 Somerset saloon, mist green, 12,000 miles; £725.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

C.M.I. CAR SALES (Pri. 6623) offer:—

1952 Austin Somerset, heater, beige, as new condition; £675.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

SEYMOUR & CLEMENTS, Ltd., offer:—

100 miles only.—1951 (Sept.) Austin A40 Countryman, as brand new; £760, quick sale.—38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1952 Austin A40 Somerset fixed head saloon, green, brown leather interior, mileage 5,000, excellent condition throughout, taxed; £695.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1651. [C4009

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1949 (March) Austin A40 Devon 4-door sliding head saloon, condor grey, heater, passlight, moderate mileage, one owner; £545.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1952 A40 sports roadster, 5,000 miles, Romney blue; £775.—Sands, Burnham, Bucks 84. [9863

1952 Austin A40 Somerset, heater; part exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

COUNTRYMAN 1949 Austin A40, green, brown interior, mileage 29,000, fitted heater, etc.—Tel. Reading 71757. [9901

1952 Austin Somerset, 7,200 miles, excellent condition; offers nearest £700.—Macaulay 1209 between 7-8 evenings. [9940

1951 Austin A40, one owner, carefully used; £575.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1950 (Sept.) A40, one owner, genuine 11,400 miles, H.M.V. heater, black; £585.—Archways, River Rd., Taplow, Maidenhead 2995. [9786

1950 (Sept.) Austin A40 Devon saloon, 7,500 miles, immaculate; £595.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3043

JACK ROSE, Ltd., offer: 1951 (July) A40 saloon, one careful owner, black; accept £595.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

AUSTIN A40

HENDON CENTRAL GARAGE Ltd., offer:—

1951 A40 saloon, 8,000 miles, fitted heater sliding head, taxed year; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1948 (Sept.) Austin A40 Dorset, radio, heater, sun roof, 30,000, engine rec'd.; £450.—Toomey, 10, Holmedene Ave., North Harrow. Pinner 8368. [9594

1949 Austin A40 Devon 4-door saloon, excellent condition; £485; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

1951 (July) Austin A40 saloon, grey/brown, 14,000 miles.—Gerry Browne Motors, 55-57, South Edwards Square, London, W.8. Western 4351. Trade only. [C1051

1952 Austin A40 Devon sun saloon, heater, loose covers, 4,000 miles only; £655.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1951 A40 saloon, in perfect condition in detail, taxed, not a penny to be spent on same; can be arranged to be inspected in town or at Worthing; £600.—Box 5648. [8881

1949 (December) Austin A40 sunshine saloon, heater, one owner, grey with blue upholstery, very clean; written guarantee; terms, exchanges; £525.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2002

A40 sports tourer, 1951, one owner, taxed year, still on original tyres, genuine 13,000 miles, the whole car in cream and black leather and condition immaculate; nearest £675 secures.—Wadham Garages, Ltd., Weston-s-Mare. Tel. 269. [9941

1951 A40 saloon de luxe, grey, heater, small mileage, fitted A40 sports engine and special equipment giving 37-40mpg with twin S.U.s, or 40mpg plus with single Zenith, one owner, many extras, faultless condition; £645 o.n.o.—Box 5947. [9622

1952 Austin A40 sports convertible foursome coupe, blue with pale cream leather upholstery, small mileage, as new, £725; would consider part exchange.—Southwinds, Smugglers Walk, W. Worthing, Sussex. Goring-By-Sea 42131. [C4027

Austin A40 Cars Wanted

T H E

C A R

MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957/R

ROWLAND SMITH'S

ROWLAND SMITH'S the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912/R

10 hp Austin A40 preferred.—Ross, 135, Cricklewood Broadway, N.W.2. [W2022

£650 cash waiting for best A40 or similar car offered.—54 Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Austin A40.—May. 3051. [W3043

WHY accept less for your Austin A40 saloon or Countryman when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

AUSTIN TWELVE

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939 Austin 12/4 Ascot saloon, original black coachwork, brown leather interior, carpets and roof lining in very good condition, mechanically sound throughout, 269gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

£90.—1953 Austin 12/4 de luxe saloon, years service for small outlay, below.

£265.—1939 Austin 12/4 de luxe saloon, excellent runner, good tyres, etc.; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£395.—1946 (Sept.) Austin 12 saloon, two owners, nice, genuine car; terms, exchanges.—Traynor Motors of East Ham, Gra. 2530/5834. [C4052

1939 (April) Austin 12 saloon, good condition throughout, taxed; £275.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4063

1938 Austin 12/4 saloon, black, excellent condition; £250; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

1937 Austin 12 tourer, fully equipped; £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1939 Austin Ascot 12hp saloon, immaculate; £245; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3556. [C2048

Austin Twelve Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920/R

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON Distributors.

1951 Austin 16 hire limousine, 17,000 miles; £850.

1949 Austin 16hp saloon; £550.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

1949 Austin 16 saloon, black, brown leather upholstery, fitted radio and heater, one owner, first-class condition throughout; £525.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

£545!!!—1949 Austin 16hp saloon, black, brown leather, radio and heater; also 1948 at £465.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

HIRE Limousine 1951, partition, forward occasionals, leather, small mileage, exceptional condition, certified mechanically, £745. (Fifty Limousines—Lists Posted). Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

1949 Austin 16 saloon, black with brown leather upholstery, moderate mileage, heater, sun roof, most excellent condition, recently overhauled, inspection by appointment.—Ison, Oakfield, Ashby-de-la-Zouch, Leicestershire. Tel. 31. [9679

HEARSE Latest streamline 6-Bearer also Deck Deluxe Coachwork, lavishly equipped, reasonable cost, illustrated brochure despatched. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

T H E

C A R

MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0955/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922/R

AUSTIN A70 & A90

ACRES offer:—

1952 (Oct.) Austin Hereford saloon finished in pale light fawn with brown leather upholstery, heater and radio and many extras including Tygan seat covers, speedometer reading 12,000 miles undoubtedly genuine, beautifully kept and maintained and indistinguishable from brand new, recently invoiced at over £1,000, our price £850.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [S1002

BOON & PORTER, Ltd.

HEREFORD, not 6 months old, 5,000 miles, used with loose covers, heater, sun roof, absolutely unmarked; £895.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1951 A90 saloon, fitted radio and heater, really as new; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1951 Austin A70 Hereford saloon, black with brown upholstery, radio and heater, recorded mileage 16,400; £745.

836/842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1952 Austin A90 Atlantic saloon, heater, black, 5,000 miles; £935.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 Austin A70 Hampshire, black with brown leather interior, fitted with radio, taxed; £575.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1651. [C4008

DAGENHAM MOTORS, Ltd., offer the following car:—

1951 Austin A70 sln., black hide, 20,000; £595.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3568; and 6 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

800 miles.—1953 (Dec. 24th, '52) Austin A90 saloon. Weybridge 600. [C4025

1951 (June) Austin A90 saloon, 15,000 miles.—Weybridge 600. [C4025/1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

1950 Austin A90 Atlantic coupe, excellent order throughout; £650. [C1001

1951 (Oct.) Austin A90 hard top sports saloon, black/beige, low mileage; £745.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2035

£750—1951 Austin Hereford saloon, radio, heater.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

1951 (October) Austin A90 saloon, black, H.M.V. radio and heater, 10,000 miles, choice of two; from £765.

RIPCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1950 A90 power-operated convertible coupe, cream, red leather upholstery, fast and attractive car; £695.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021

1952 (January) A90 saloon, black, red leather, 9,000 miles, one owner, excellent condition; £825.—2, Elgin Rd., Bournemouth. [9826

1953 Austin A70 Hereford saloon, 1,200 miles.—Green and Zonis, Ltd., 246-52, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1952 Austin A70 in immaculate condition, recorded mileage 3,600; £875.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1951 (Oct.) Hereford, black, one owner, immaculate; £745.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Spe. 0011. [C4004

1951 Austin A90 saloon, black, 7,000 miles, one owner, perfect condition, heater, wireless; £750.—Marsdens, Dale Rd., Matlock, Derbyshire. [9502

1952 (Nov.) A90 Austin saloon, twilight blue, 2,000 miles only; £925.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1952 A70 drop head coupe, 7,000 miles; £995.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

£825!!!—Austin A70 Hereford saloon, 1952, fitted radio and heater, seat covers, etc., fastidiously maintained and serviced since new by provincial distributors.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

NAYLOR & ROOT.—1949 Austin A70, grey, grey hide, heater, superb condition throughout; £545; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

JACK ROSE, Ltd., offer: 1952 A70 foursome drop head coupe, almost as brand new, cost approximately £1,250; accept £925.—Stafford Rd., Wallington, Surrey. Wallington 0677. [C3056

1952 Hereford saloon, radio and heater, 12,000 miles, excellent car; £795.—British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1951 (Oct.) Austin A70 Hereford saloon, radio, heater, taxed, 14,000 miles, one owner, perfect condition; £745.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2038

1953 Austin A70 Hereford sun saloon, 3,500 miles only, fitted radio, heater, taxed December, immaculate; £875; terms, exchanges.—Phillip Foster, 106, High St., Uxbridge. Tel. 1202. [9853

1949 Austin A70, sunshine roof, radio, heater, loose covers, in outstanding condition throughout; £565.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

ROSE & YOUNG, Ltd., offer: 1951 (October) Austin A90 Atlantic saloon, low mileage, radio, exceptional condition; £725.—65-69, Eternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1952 (May) Austin A70 Hereford, grey, brown hide, 8,000 miles only, beautifully kept, and indistinguishable from new throughout, £825; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0353/R

AUSTIN wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

WANTED, small mileage A70 Countryman estate car, cash.—Henshaw, Sutton-on-Sea, Lincs. [9921

RICHARDS & CARR buy A90s.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

£750 cash waiting for best Austin A70 offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0491/R

WANTED, genuine low mileage 1950 or 1951 Austin A70 Hampshire saloon.—Lee Green Motors. Tel. Lee Green 0384. [W2056

AUSTIN EIGHTEEN

AUSTIN 18 Norfolk, 1938, immaculate condition; £285. Tel. Gerrards Cross 2449. [9530

1936 Austin 18 7-seater division, excellent condition; £265.—Tel. Gerrards Cross 2449. [9529

AUSTIN 18 Ivor limousine, not ex-hire, offer wanted.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1938 Austin 18 4-door de luxe Norfolk saloon, all in original condition, new engine fitted, ideal family car or hire, taxed year; £345.—Colloms Car Sales, Ltd. Tel. Maida Vale 5134/3651-2. [C1055

Austin Eighteen Cars Wanted

CM

THE CAR MART Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924/R

7-passenger privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting.—A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN TWENTY

LIMOUSINE, 1938, Mayfair, partition, forward occasionals, leather throughout, black, exceptional throughout. £395. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925/R

AUSTIN A125 & A135

CAR MART, Ltd.
LONDON Distributors.

1951 Austin A125 Sheerline saloon, 1,000 miles; £1,255.

1949 Austin A125 Sheerline saloon, guaranteed; £855.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

SCOTT CARS, offer:—

1950 model Austin Sheerline, 20,000 miles, one owner, chauffeur maintained, outstanding condition; £875.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016/1

SCOTT CARS, offer:—

1951 Austin Sheerline, 12,000 miles, absolutely as brand new throughout; £1,125.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

B. J. HUNTER, Ltd., offer:—

1949 Austin Sheerline saloon, fitted all extras, really as new; £850.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

MANN EGERTON & Co., Ltd., offer:—

1952 Austin Sheerline sliding head saloon, heater and radio, registered August, 1952, mileage 5,015; black with beige leather upholstery, exterior and interior condition as new.

MANN EGERTON & Co., Ltd., Austin Distributors, 5, Prince of Wales Rd., Norwich. Tel. 20481. [9427

1952 Austin Princess limousine saloon; £1,595.

1952 Austin Sheerline saloon, black; £1,195.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1950 Austin Sheerline saloon, black, 24,000 miles, most carefully used; £835.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1950 (Nov., '49) Austin A125 Sheerline saloon, one careful owner; £795.—Weybridge 600. [C4023

AUSTIN Sheerline, 3,000 miles only; £1,575.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

3000 miles only, Austin Sheerline saloon, black with beige leather, taxed for 2 months only; £1,350.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4005

GUY ALFREDS & Co., Ltd.—1949 Austin Sheerline, radio, heater, above average condition.—6-7, Warren St., W.1. Euston 5268. [C1005

1949 Sheerline, 23,000 miles, black; £745.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

AUSTIN Princess saloon, first licensed January, 1952, black with brown upholstery, speedometer reading 6,000, fitted Lifeguard tubes; exceptional car at £1,595.

H. H. TIMBERLAKE, Ltd., Library St., Wigan. Tel. Wigan 3451. [9727

1953 Series Austin A125 Sheerline saloon, under 200 miles, £1,595; another Austin A125 Sheerline saloon, beautiful condition; £925.—Green & Zonis, Ltd., 246/52, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1950 Austin Sheerline, black, fawn leather, radio, heater, taxed year, mileage 17,000, one owner only, in exceptional condition throughout; £875.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

LATE 1949 Sheerline saloon, one fastidious owner, guaranteed mileage 16,000, gunmetal with grey upholstery, red piping; this car is absolutely spotless throughout and quite unmarked, and is hardly distinguishable from a new car; £950.

H. W. MOTORS, Ltd., Walton-on-Thames 2401/5/6. [C2042

AUSTIN A125 & A135

PRIVATE owner wishes dispose of Austin Princess, guaranteed mileage 16,000, first registered late 1949, brand new engine fitted Jan., 1953; the condition of this car is as new and can be seen and tried Bolton; price £895.—Box 6085. [9807

AUSTIN Sheerline, late 1949, one owner, black with beige leather upholstery, mileage 21,000, fitted radio, heater, heater, Ace rimbellishers, etc., 100% chauffeur maintained and driven, unblemished inside and out, new tyres; £625.—Tel. Birmingham South 3016. [9508

COMPANY director's Sheerline, 1949, black, beige leather, maintained regardless of cost, completely overhauled 3 weeks ago, 24,000 careful miles; radio, heater, screen wash, cigar lighter, chrome badge bar, passenger grab bar, 5 new tyres, front fluted rubber mats; first sensible offer around £950 secures.—Tel. Harrow 4793. [9681

Austin A125 and A135 Cars Wanted

THE

CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0352/R

LIMOUSINE 7-passenger required, reasonable mileage, details please. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1004

CARR BROS. GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6676, 9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6393); Airways Garage, opp. London Airport (Hou. 4606); or Head Office, Purley, Surrey (Uplands 4812-3). [W1041

AUSTIN MISCELLANEOUS

NEW Metropolitan taxicab and 16hp hire car, immediate delivery.—Castleton Motors, Ltd., Rochdale. Tel. Rochdale 57231-2-3. [9687

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926/R

SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Austin cars.—58/52, Dudden Hill Lane, N.W.10. [W4017

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

AUSTIN wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

JACK POZNER (AUTOMOBILES) require Austins of all types urgently.—Hendon 1423. [W3053

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham N.15. [0596/R

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 253. [0541/R

AUSTIN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay. 4274. [W4035

H. P. EDWARDS urgently require good Austin for immediate cash; distance no object.—Details please to 209, Great Portland St., London, W.1. Langham 0012. [W2003

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main parts stockists, 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.,
THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

C. G. NORMAN & Co.,
AUTHORISED Austin main spare parts stockists service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

THE CAR MART, Ltd.,
LONDON distributors; spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717), and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0805/R

HAMMERSMITH.—Repairs, service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2044-5. [8804

AUSTIN 7 spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—45-47, Nevington Causeway, S.E.1. Hop. 2852/2820. [0729/R

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Main Parts Stockists, Farnham, Surrey, for all spares from 1932 onwards; engines a speciality. [0968/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0448/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0599/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1195. [0184/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

CMCAR MART, Ltd.

1952 (Sept.) Bentley sports saloon with large type luggage boot, grey with red leather upholstery, 5,000 miles; £4,250.

1951 Bentley 4¼-litre Mark VI standard steel saloon, grey with grey leather upholstery, 8,000 miles; £3,350.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Corner of Piccadilly. Grosvenor 3434. [C1059

RIPPON

RIPPON

RIPPON BROS., Ltd.

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from £2,350.

RIPPON BROS., Ltd., Hudderafield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

RUSSELL MOTORS offer:—

1938 4¼ Bentley L8 series Park Ward 4-door saloon, black with blue leather, exceptional car; any trial or examination.

1934 3½-litre Bentley 4-door saloon by Windover, excellent history, a very exceptional car; any trial or examination.

1934 3½-litre Bentley 4-door sports saloon by Park Ward, extensive overhaul, block reboted by Bentleys, fitted Radiomobile, Ace discs, mascot, etc., a really exceptional car; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3080

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers, offer:—

1951 (June) 4¼-litre standard saloon, two tone grey, blue leather, 19,500 miles; £3,250.

1949 Bentley standard saloon, black, brown leather; £2,550.

AUDLEY House, North Audley St., W.1. Mayfair 5242-3-4. [C3030

TAYLOR & CRAWLEY offer:—

1936 Bentley 4¼-litre with most beautiful fully razor-edged saloon by Freestone & Webb, very recent and thorough overhaul history, really immaculate in every way; a high price, but a most unusually good car; £1,395.

1938 Bentley 4¼-litre sports coupe by Vanden Plas, specially built for motor show, many extras, beautiful car; £1,125.

1950 (May) Bentley Mark VI standard steel saloon, one owner, immaculate condition; £2,585.

48 Kensington Court, W.8. West. 6015. [C4036

MASCOT MOTORS, Ltd., offer:—

1935 3½-litre Park Ward saloon, green with grey leather, in really good condition; price £795.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251/2. [C3007

GUY SALMON AUTOMOBILES offer:—

1952 (September) Bentley Mk. VI 4½-litre standard steel sports saloon, large boot model, 4,000 miles, £4,250.

1949 Bentley Mk. VI H. J. Mulliner foursome drop head coupe, 16,000 miles from new, maroon, grey leather, super and unusual coupe; £3,150.

1938 Bentley 4¼-litre (L.E. series) 4-door sports saloon by Thrupp and Maberly, £600 overhaul 8,000 miles ago, fitted radio and heater, perfect example of one of these rare models; £1,375.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MANN EGERTON & Co., Ltd., offer:—

BENTLEY 4¼-litre Mark VI standard steel saloon, registered April, 1951, mileage only 26,000, black with brown leather upholstery faultless mechanically and in both exterior and interior appearance; £2,950.

MANN EGERTON & Co., Ltd., official Bentley retailers, 5, Prince of Wales Rd., Norwich. Tel. 20481. [9990

MANN EGERTON & Co., Ltd., offer:—

1948 (Nov.) Bentley Mark VI standard steel saloon, dark blue with beige leather, mileage 55,000, in exceptional condition throughout and guaranteed, £2,250.

MANN EGERTON & Co., Ltd., Official Bentley Retailers, 5, Prince of Wales Rd., Norwich. Tel. 20481. [9720

BENTLEY 4¼ Mark VI, 10,000 miles; £3,575.

BENTLEY 4¼ 1938 4-seater drop head; £1,175.

BENTLEY 3½ 1936 saloon by Wm. Arnold; £975.

TERMS or exchanges.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

£545 o.n.o.—1934 3½-litre drop head, maintained regardless of cost, any inspection invited.—Speedwell 9227. [9713

BENTLEY (3½, 4¼-litre and New 4½-litre)

JBLACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley. Please write for stock list. Example: 1950 (May) Mark VI Bentley standard saloon finished in dual grey, mileage 29,000, price £2,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Tel. Gros. 6811 or May. 7444. [C1082

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Bentley 4½-litre, mileage 4,800, black with beige leather, radio, rim embellishers, this is an outstanding example; £3,775.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057/1

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Bentley 3½-litre foursome drop head by James Young; £875.

1936 Bentley 4¼-litre foursome drop head coupe by Park Ward, black, brown leather, £600 overhaul by makers 1950; £995.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1948 (October) Bentley Mark VI standard steel saloon, exceptional record; £2,100.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3083

1936 4¼-litre Bentley Park Ward saloon, an exceptionally well-maintained example.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1950 Bentley G.T. series standard steel saloon, grey, mileage 34,000, Bentley maintained; £2,750.—Below.

1938 Bentley K.U. series Park Ward saloon, black, moderate mileage, exceptional condition; £1,095.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

1948 Bentley Mark VI standard steel saloon, black, brown leather, in superb condition throughout.

1936 4¼-litre Bentley Park Ward sports saloon, black, brown leather upholstery.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.1. Tel. Ken. 9477-9478. [C3053

CASS'S MOTOR MART.—1937 series Bentley 4¼ Gurney Nutting sports saloon, black; £950.—5, Warren St., W.1. Euston 4110. [C1040

1936 Bentley saloon by Park Ward, colour black, in excellent condition throughout; £750.—See also our advert on page 47.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. [C3058

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers, offer at keenly competitive prices the following:—

1950 Mark VI James Young 2-door saloon, very dark green, one owner, a most carefully used car; £3,275.

1949 Bentley Mark VI standard steel saloon, black; we sold this car new and have maintained it the whole time, full records available, really outstanding order; £2,575.

OFFICIAL retailers and repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1952 Bentley dark green standard saloon, 7,500 miles, spotless condition; £3,900.—Watson, 28, Bruton St., W.1. Mayfair 6966. [9896

1948 Bentley Mk. VI, black, fawn leather, excellent condition; £2,095.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

BARTLETT.—Bentley superb 1937 4¼ all-steel saloon, £1,150; Bentley 1934 3½ Park Ward saloon, choice of two, £575 and £525.—27a, Pembridge Villas, W.11. [C1015

BENTLEY 4¼-litre coupe, fitted with heater, in excellent condition throughout, finished in black, grey leather; what offers?—Write Wells, 15, Norland Sq., W.11. [C1028

1948 (Sept.) Bentley Mk. VI sal., maroon, one owner, radio, heater, 42,000 miles, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1949 (November) Bentley Mark VI standard steel saloon, unscratched condition, mechanically perfect; £2,480.—Mervyn Austin, 167, Park West, W.2. Paddington 1280. [8702

1936 Bentley 3½ Thrupp Maberly sports saloon, black, overhauled by makers, perfect mechanical condition, any trial; £900.—Charles Taylor (B'ham) Ltd., Bartholomew St., Birmingham. Mid. 0033. [9768

1952 Bentley standard steel saloon, mileage 7,500, Tudor grey and grey leather, one owner, indistinguishable from new; £5,650.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [C3011/1

1934 (Nov.) 3½-litre Bentley, fitted with most attractive Park Ward saloon body, black with green leather, recently overhauled, good history, specimen vehicle; accept £725.—16, Angel Hill Drive, Sutton, Surrey. Liberty 2657. [9646

ROSE & YOUNG, Ltd., offer:—Bentley 3½-litre R. Thrupp & Maberly drop head foursome coupe, exceptional condition; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1938 Bentley 4¼-litre 2 (parallel-opening)-door fixed head foursome coupe by James Young; most unusually attractive and elegant appearance, and in new condition throughout; low mileage and mechanically perfect; price £1,500.—Tel. Bowes Park 1604, or Hendon 0521. [9769

1936 (November) Bentley 4¼, Park Ward 4-door saloon, one owner since new, Bentley maintained, just completely reconditioned, black, oversize Michelin tyres, exceptional opportunity for discriminating buyer; £1,075.—Vanderveld, 215, Haverstock Hill, N.W.3. Primrose 4431. [C4027

BENTLEY (3½, 4¼-litre and New 4½-litre)

CAMDEN MOTORS.—Bentley 4¼-litre sportsman's four-light saloon, first registered January, 1937, Mulliner coachwork with very modern lines, semi-swept tail, most attractive looking car maintained in true Bentley fashion and in very fine mechanical order; £795.

CAMDEN MOTORS.—Bentley sports saloon, 1955, Park Ward 4-light body styling in silver and maroon, with luxurious hide interior, walnut facia and door fillets, recent reconditioning by accredited Bentley specialists, the whole car being in beautiful order; £795.

CAMDEN MOTORS.—Bentley 4¼-litre sports saloon, 1937, by Thrupp & Maberly, magnificent history, one owner since 1939, carefully stored 1940-1946, complete engine reconditioning, 12,000 miles only since, many expensive extras, chromed discs, heater front and rear, wing mirrors, defroster, etc., £995.

CAMDEN MOTORS.—Bentley 4¼-litre Park Ward sports saloon, registered and delivered December, 1939, equipped with overdrive gear, late owner has supplied us with written details and history of overhauls (including rebore), the whole appearance matches its superb mechanical order and can literally be described as supremely immaculate; £1,495.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1934 3½-litre Bentley 4-door sports saloon by Park Ward, one owner only, 70,000 miles; full history available, a magnificent car; faultless mechanically and in both interior and exterior appearance; very modern lines, finished in black with black leather, many extras; £675.—Ebo Motor Co., Ltd., 595, Humberstone Rd., Leicester. Tel. 67414. [9770

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BENTLEY Red Label, 1925, 4½-litre engine fitted, mechanically perfect, 4 new tyres, body incomplete; space wanted; reasonable offer accepted.—Box 6120. [9926

Bentley Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R

SEE "Exchange."—Lewis Motors, Gerrards Cross. [9067

LATE model Bentley required by private buyer.—Particulars and price to Box 5869. [9429

BARTLETT.—Bentley saloon 1934/36 urgently required.—27a, Pembridge Villas, W.11. [W1015

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0927/R

BENTLEY Mark VI wanted, must be under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 360. [9749

PERFORMANCE CARS urgently require Bentleys.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

BENTLEY Mk. VI, 1947-50; please send full particulars.—Ross Motors, Ltd., Regent St., Hinckley, Leics. [9151

CARR BROS. GARAGES, West End Depot (21, Soho Sq., W.1) Ger. 6678/9, is keenly interested.—Call, write or 'phone. [W1041

LATE model, low mileage Mark VI Bentley required for personal use.—S. A. Coles, 364, High Rd., Leyton, E.10. Ley. 7171. [9750

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. [0540/R

BENTLEY saloon, Mark VI or later, wanted privately.—Full details please to Advertiser, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [9268

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—6, North Audley St., W.1. Mayfair 5242. [W3030

3½/4¼-litre Sports saloon required, reasonable mileage, good condition.—Alpe & Saunders, Providence Court, Grosvenor Square, W.1. [W1006

BENTLEY Mark VI drop head coupe, low mileage, not earlier than 1950; full details and photograph to—Box 492, Rays, Cecil Court, London, W.C.2. [9457

TAYLOR AND CRAWLEY will buy low-mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—48, Kensington Court, W.8. Wes. 6015. [C4056

BENTLEY Mark VI wanted, good condition; £2,000-£3,000 cash.—Medley, 10, Harewood Place, Boscombe, Bournemouth. Tel. Southbourne 43544 (evenings Southbourne 48011). [W4024

R. S. MEAD (SALES), Ltd., are anxious to purchase late model Bentley saloons or coupes, fitted with either standard or special bodies.—42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [W5011

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [B1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Spares and Service

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5243 for collection.—18 Providence Court, W.1. [B3030/R

B.M.W.

GUY ALFREDS & Co., Ltd.—B.M.W. model 55, balanced hood, £500 spent on vehicle, specimen car. —6-7 Warren St., W.1. Euston 3268. [C1005

1939 327/80 B.M.W. drop head, dual colour black and gunmetal with red leather, this is quite one of the most exceptional examples of these fine cars, the engine has been sleeved, special high pressure oil pump fitted, new bearings and large-capacity sump; S.U. carburettors, radio; the leather, hood and interior mats, etc. show practically no signs of wear, the paintwork is unmarked, likewise the chromium; nearly new Dunlop Forts are fitted and the spare is unused. Absolutely free from squeaks or rattles and the body is in exceptional condition; this is still one of the best-looking cars on the road and is offered at £850.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [C2042

BOND MINICAR

1952 Bond Minicar, mileage only 2,600; cream, green.—Box 6007. [9671

1952 (August) Bond Minitruck, red and blue, garage maintained; £225.—Preston, Prior's Lodge, Tewkesbury 5187. [9829

Bond Minicar Wanted

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0545/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0627/R

BRISTOL

L. F. WARD, Ltd.

1950 Bristol 400 saloon, radio, colour green, very fine chassis.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

ANTHONY CROOK offers:

1953 Bristol 401 saloons, new.

1951 401 saloon, off white, one owner.

1951 401, black, one owner.

1950 401, red, one owner.

ALL the above supplied and maintained by us from new.

1950 402, drop head, cream.

1949 400 saloon, blue.

ANTHONY CROOK MOTORS, leading distributors of Bristol cars since their inception.—Caterham Hill, Surrey. Tel. 2232-3. [C1065

FRAZER-NASH CARS offer:—

1950 (Sept.) type 401 saloon, colour black, one owner; price £1,875.

1949 Bristol type 400, fitted type 65C engine, one owner, metallic green, radio and heater, recellulosed; £1,300.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011). [C2015

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—52, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296/R

BARTLETT.—Bristol 401 Farina coupe and Bristol 400 saloon.—27a Pembridge Villas, W.11. [C1013

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141 [0618/R

BRISTOL 400, Sept., '48, ('49 modifications) saloon, recellulosed in surf blue, new battery, tyres, just decarbonised, exceptional condition, guaranteed; £1,250. —Caffyns, Ltd., East Grinstead. Tel. 717. [9736

ROSE & YOUNG, Ltd., offer:—1950 Bristol 401 saloon, very low mileage, radio and heater, an immaculate car, heather grey; £1,695.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1949 (Aug.) Bristol 400 saloon, black, many extras and spares, new cylinder block, liners and bearings fitted 1952, together with high lift camshaft, close ratio gear box and complete chassis reconditioning, body good, chassis perfect, 80mph in third; finance only reason for sale; £1,250; new or attractive used car accepted in exchange.—Box 6059. [9705

Bristol Cars Wanted

BARTLETT.—Bristol 400 saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

PRIVATE buyer requires perfect 401; around £1,500. —Farnborough, Kent, 2645. [9912

BRISTOL 401 required by private purchaser; please send full particulars to Box 5933. [9570

RICHARDS & CARR buy Bristols.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS urgently require Bristols.—Great West Rd., Brentford, Middlesex. Ealing 8841; or

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

Bristol Spares and Service

LEADING distributors.—All spares and services in specially equipped works; collection and delivery anywhere.—Anthony Crook, Caterham Hill, Surrey. Tel. 2232-3. [S1063

British Salmson Spares and Service

ST. JAMES' GARAGE, Cheam Rd., Sutton, Surrey, for repairs and spares; sole spare stockists.—Vigilant 2206/7. [7482

BROUGH SUPERIOR

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

B.S.A.

195[illegible].—B.S.A. Scout, late 1959 series 6, 10hp sports 2-seater, green, cream wheels, green leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

B.S.A. Cars Wanted

B.S.A. in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928/R

B.S.A. Spares and Service

BASIL ROY Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt Portland St., W.1. Langham 7733. [0144/R

BUGATTI

1939 supercharged Bugatti coupes, choice of two; £1,050 and £1,250.—J. Lemon Burton, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1351. [0628/R

BUGATTI type 57 4.9-litre supercharged 8-cylinder twin o.h.c. 2-seater Roadster, electron wheels, beautiful order, taxed; £795.—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1351. [0071/R

BUICK

1949 Super Buick 4-door saloon, colour black, Dynaflow, low mileage.—Below.

RHD 1949 Super Buick 4-door saloon, colour blue. —Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

BUICK 8 saloon 1936 genuine Canadian model, leather upholstery, good condition throughout; £225; or terms.—7, Radcliffe Rd., Croydon 1505. [C2041

1946/7 Super 51 saloon, r.h.d., leather upholstery, heater, radio, window washers, all new tyres, two-tone green, registered 1950, one owner.

1947 Super 51 saloon, r.h.d., black, loose covers, heater, radio, window washers, recorded mileage 23,000, many extras.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1946 Buick Super 51 r.h.d., radio, heater, very carefully maintained, twin colour scheme; £895.—Taylor & Crawley, 48, Kensington Court, W.8. Wes. 6015. [C4036

1937 Buick Ambassador 7-passenger saloon, face forward occasionals, one private owner, chauffeur maintained, low mileage; £475.—Jacquier, Ltd., 225-7 Hammersmith Rd., W.6. Riverside 6677-8. [C2045

Buick Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

WANTED, Buick or Humber, from 1950 models.—Wilson, St. Cleres, Stanford-le-Hope. [9627

1938-39 Buick 6-seater, good condition mechanically and interior.—79, St. Davids Hill, Exeter. Tel. 200411. [9667

METCALFE AND MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

7-SEATER private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

SOLE concessionnaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0304/R

H. F. EDWARDS urgently require good Buick for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2005

Buick Spares and Service

BUICK sole concessionnaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

SIMPSON'S MOTORS offer:—

1949 Cadillac saloon, Hydramatic drive, fitted radio, heater, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

CASS'S MOTOR MART.—1939 Cadillac 75 drop head foursome coupe, radio and heater, rebuilt by concessionnaires, superb order; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

Cadillac Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

METCALFE AND MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SOLE concessionnaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionnaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S MOTORS offer:—

RHD 1949 Chevrolet 4-door saloon, radio, heater, seat covers, all extras.

1949/50 Chevrolet with damaged body, suitable for building utility, approx. 2,000 miles only.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

1952 Chevrolet saloon de luxe, right-hand drive, Powerglide, radio, etc., 5,000 miles, as new.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1947 Chevrolet Fleetmaster, l/h, immaculate condition, new engine done only 500 miles; any inspection; best offer over £600.—J. M. Lister, Plumpton, Cumb. Tel. 200. [9701

BEL-AIR Chevrolet, 1952, genuine 6,000 miles, as brand new, l/h drive, 2-door streamliner, radio, heater, trial anywhere; exchange considered; £1,475.—Bartlett, 5, Widdicombe Ave., Parkstone (Canford Cliffs 77164). [9340

Chevrolet Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet. —97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE AND MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

1949 Chrysler Plymouth 4-door saloon, radio, heater, loose covers, works maintained from new.

METCALFE AND MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

CHRYSLER 1948 Plymouth 4-door black sedan, radio, heater, all accessories; £615.—Grant Motors, F22, The Avenue, N.W.6. Tel. Wil. 0119. [9840

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0645/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015/R

AIRFLOW Chrysler required, good bodywork essential. —Full details and price to Box 6009. [9675

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929/R

7-SEATERS private 1938/39 (24/28hp) Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex, 572171. [9654

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell, (Motors), Ltd., 7, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0561/R

CITROEN

SCOTT CARS offer:—

1947 Citroen Light 15, in first-class condition; £475.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock. —50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R

B. J. HUNTER, Ltd., offer—

1952 Citroen 15 saloon, low mileage, fitted radio, heater; £850.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. W. MOTORS, Ltd., offer:—

1951 Citroen Light 15, one owner, specially cellulosed in opalescent green, red upholstery; £825.

1950 Citroen Light 15 saloon, grey/red leather, 11,000 miles, one owner, as new; £775.

1949 Citroen Light 15 saloon, 1950 features, maroon/red leather, excellent condition; £650.

H. W. MOTORS, Ltd., Walton-on-Thames, 2404/5/6. [C2042

RICHARDS & CARR, always best value.

1948 6-cylinder l.h.d., many extras, black; £595.

35 Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY the best examples are offered.

PRESENT stock includes:—

1952 Light 15, maroon, red leather, 16,000 miles; £825.

1951 Light 15hp, mist green, fawn leather, radio, 21,000 miles; £765.

1939 12hp Roadster, metallic grey (new), reconditioned engine and very extensively overhauled, believed the best pre-war example of this popular and scarce model available; £595.

MANY others. Stock constantly changing.

OFFICIALLY appointed Citroen agents. New models from stock.

EXCHANGES; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928.

1950 15hp Citroen saloon, colour black, beige leather, 26,000 miles; £675.

1950 15hp Citroen saloon, black with red leather, Pram, spot lamps, taxed year, 21,000 miles; £695. [C4057

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [5340

GUY ALFREDS & Co., Ltd.—1949 Citroen 15 light saloon. 1953 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

£350—1939 Citroen Light 15, faultless condition; £120 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Citroen 13hp, well above average condition throughout, £230 recently spent on completely reconditioning; £345.—Tel. Radlett 6161. [9839

1949 Citroen big fifteen, l.h.d., immaculate, many extras; Vynide upholstery; £585.—Webber, 13, Sanderstead Court Ave., Sanderstead 5128, Surrey. [9547

1946 (Dec.) Citroen Light 15 de luxe, black, excellent condition; £435.—Moon, Whitehouse Farm, Sutton-cum-Granby, Notts. Tel. Whatton 325. [9794

JACK ROSE, Ltd., offer 1952 model Citroen Light 15 saloon, one owner, very clean inside and out, in grey, 10,000 miles; £795.—Stafford Rd., Wallington, Surrey.—Wallington 6677. [C3056

1939 roadster Light 15 drop head, colour cream, fast and comfortable, recently decarbonized, taxed for the year; view Leicestershire; offers invited.—Tel. Melton Mowbray 535. [9835

1952 model (registered October, 1951) Citroen Light 15 de luxe saloon, total mileage 8,000, one owner, mist green; £770.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. Hounslow 0011. [C2015

Citroen Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172/R

ROWLAND SMITH'S

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [A3041

WANTED privately, good '38-'40 Citroen, view London or south, details to—Johns, 8, Alisa Terrace, Tiverton, Devon. [9762

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon. Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4865.—Citroen parts, reconditioned drive, trains 48-hr. service. [9096

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11. (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr, all spares stocked. [0585/R

DAIMLER

STRATSTONE, Ltd., Daimler Distributors.

DAIMLER 2½-litre Empress saloon by Hooper (1951), grey with red leather, 10,000 miles only; £2,750.

DAIMLER 2½-litre special sports coupe (1952), maroon and beige with red leather, radio, 8,000 miles; £2,150.

DAIMLER 27hp saloon by Freestone & Webb (1947), dual green with green leather, chauffeur kept; £1,750.

DAIMLER 2½-litre Consort (1952), black with brown leather, 5,000 miles only; £1,450.

DAIMLER 2½-litre drop head coupe (1948), two-tone green with green leather, most attractive; £1,050.

DAIMLER 2½-litre saloon (1947), black with brown leather, one owner, low mileage; £795.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service; 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

LIMOUSINE, superb swept-tail 4½-litre Straight-8.—Titmus, 81, Clapham Rd., S.W.9. Reliance 1647. [7591

£155 o.n.o.—Daimler 15 coupe, black, sliding head, excellent condition; owner must sell.—Wim. 4528. [9899

1948 Daimler 2½-litre saloon, immaculate, one owner; £870.—Webber, 115, Sydenham Rd., Croydon. 6178. [9546

1949 (Nov.) Daimler 2½-litre sun saloon, 23,000 miles, one owner, black; £925.—Wray Park Garages, Reigate 2265. [9866

1950 (August) 2½-litre Daimler Consort saloon, genuine 4,900 miles, property of titled owner, grey, blue leather; £1,175.

RIPCO, Ltd. (Daimlers Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1938 Daimler 2-litre saloon, magnificent, guaranteed; £285; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

DAIMLER (Nov., 1948) 2½-litre blue saloon, heater, one owner, spotless, chauffeur kept; £800.—Churchouse, Carendon Cross, W.11. Park 8617. [9795

1952 Daimler Consort saloon, heater, covers, 6,000 miles, absolutely new condition; £1,475.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1938 Daimler 20, Smith's heater, six good tyres, one owner, engine overhaul 1952, outstandingly good condition; £500.—Donald Hursley, Poole Rd., Bournemouth. [9822

1948 Daimler 2½ Barker drop head coupe, 20,000 miles, one careful owner, exceptional condition; £890.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

£335.—Daimler Light 17 black de luxe saloon, faultless runner, true Daimler condition; £115 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

FOR sale.—Daimler 24 black limousine 7-seater, 1939, mileage only 18,500, one owner, chauffeur driven, exceptionally good condition; seen Keswick.—Box B, Chaplin's Library, Keswick. [9717

DEMONSTRATIONS by appointment, best facilities available for new and used Daimler cars.—Write or 'phone Ralph Clews, at the old established Coventry Motor Mart, Ltd., London Rd., Coventry 2146. [0444

1950gns.—Daimler New 15, 1937 (registered 1939), 16.2hp, special coachbuilt saloon, black, sliding head, blue leather, preselector, enclosed luggage boot, excellent condition, taxed; terms, exchanges.—Rowland Smith below:—

890gns.—Daimler 15, 1935, de luxe saloon, black, sliding head, blue leather, preselector, good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1951 (June) Daimler special 2½-litre black d.h. coupe, unscratched and as new, 18,000 miles, one owner; any trial; will exchange for larger car, Princess or Jaguar Mark VII.—161, Knole Lane, Brentry, Bristol. [9697

1939 2½-litre Daimler black saloon, carefully used by one owner since new, well maintained in very good condition with good tyres, recently overhauled; £525; any inspection invited.—Fletcher, Meole Grange, Shrewsbury. Tel. 4210. [9718

2½-litre (December, 1938) saloon with Tickford fixed head, exceptional condition, heater, radio, screen spray; £375.—Brockbank, "Greenwood," Springhill Park, Penn, Wolverhampton. Tel. Wombourne 2292 (or Wolverhampton 20622 business hours). [9925

1949 Daimler 2½-litre saloon, black with maroon upholstery, radio, first-class mechanical condition, late owner professional man, deceased; £860.—Walker & Ward, Daimler Distributors and Specialists, Warwick Place, Cheltenham 3814 and 5816. [9709

1940 (November) Daimler 17hp de luxe saloon, 6-light; finished in unblemished black with gold line, interior upholstered in finest quality brown leather with brown carpets to match, all of which are in excellent condition; fitted twin chrome pass-lamps, twin chrome exterior mirrors, radio, taxed, a really beautiful and outstanding example of a quality first car, the appearance is superb, the performance is excellent coupled with absolute silence; £395.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Manchester Pen 5457. [C5000

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932/R

DAIMLER Special Sports wanted; state year and price.—269, Sarehole Rd., Birmingham, 28, Springfield 4062. [9897

H. F. EDWARDS urgently require good Daimler for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2005

7-PASSENGER 1937/38/39 privately owned 24hp Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6145

Daimler Spares and Service

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0256/R

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

DELAGE

DELAGE D8 4-door saloon, in perfect mechanical order, Marchal headlamps, excellent tyres, hide interior; £110.—Bird's, 23, Parkfield Rd., Wolverhampton. Tel. Bilston 41853. [9934

Delage Spares and Service

SELBORNES, World Concessionaires; engine and body repairs; parts supplied.—82, Park St., W.1. [0659/R

DELAHAYE

SELBORNES, sole concessionaires, offer on behalf of executors almost new 135 Delahaye sedanca coupe, only recently registered, 500 miles only, at greatly reduced price of 2,000gns.—82, Park St., W.1. [9735

DELAHAYE 3½-litre 1952 show model fourseme drop head (5,000 kilos only), cost £3,975; accept £2,175; terms; exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

Delahaye Spares and Service

SELBORNES, World Concessionaires; engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—83-85, East Dulwich Rd., London, S.E.22. New Cross 2456. [0610/R

D.K.W.

CHOICE of 4 D.K.W. cars, available in very nice condition.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

Dodge Cars Wanted

7-SEATERS private 1938/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Dodge Spares and Service

DODGE specialists, repairs, spares exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0362/R

DYNA-PANHARD

UNREGISTERED, works mileage 2,000 only, 750cc, left-hand drive, 50 m.p.g., 75 m.p.h.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

COACHCRAFT offer:—

£185!—1938/9 Fiat 500 convertible coupe, an exceptionally well-kept example in perfect mechanical order; engine just rebored, crank ground, new camshaft and bearings fitted, numerous other work executed (bills available), very superior car in every way; 3 months' guarantee; also a very good 1937 convertible at £145; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055

MAYFAIR GARAGES, Ltd., Fiat, Fiat, Fiat, below.

MAYFAIR GARAGES, Ltd., September, 1947 1100 108c, pillarless 4-door de luxe saloon, nominal mileage, very smart post-war car, with outstanding road performance, 3 months' guarantee; £495, below.

MAYFAIR GARAGES, Ltd., August, 1939 500, 2nd series full 4-seater convertible saloon, gunmetal, radio, very smart car with outstanding and economical road performance, 3 months' guarantee; £295 (choice of two), below.

MAYFAIR GARAGES, Ltd., July, 1939 500 2nd series de luxe convertible coupe, black, outstanding condition throughout, 3 months' guarantee; £275 (choice of four), below.

MAYFAIR GARAGES, Ltd., 1937 500 de luxe convertible coupe, grey, economical car in excellent condition throughout, 3 months' guarantee; £195, below.

MAYFAIR GARAGES, Ltd., 1937 model 1500 4-door de luxe pillarless saloon, black, reconditioned engine, smart car with outstanding road performance, 3 months' guarantee; £195, below.

MAYFAIR GARAGES, Ltd., 1938 model 1100 908c 4-door pillarless sliding head saloon, black/silver, roomy car with economical and excellent road performance, 3 months' guarantee; £195 (choice of three 1100's), below.

MAYFAIR GARAGES, Ltd., in addition to the individual cars listed above we do a standard line of fully reconditioned 500 coupes, rebuilt and renovated to a basic specification (copy on request); finished in any colour scheme to customers own choice; first series coupes, £295; 2nd series coupes, £350; delivery approximately 3-4 weeks; three months' guarantee, below.

MAYFAIR GARAGES, Ltd. To provincial customers our exchange/assembly service enables us to give the same after-sales satisfaction as that enjoyed by purchasers resident in the London area, below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. [C3009

†† Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

500 model, 1939, 2-strs.; choice of three.—Fox & Nicholl, Ltd Derwent 1122. [C2013

£215.—Fiat 500, 1938, excellent mechanical condition, good body and hood, choice 2, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50yds Holland Park Tube); exchanges, h.p. [C1017

1939—1100 four-seater drop head coupe, in good order; £225.—Longmans Garage, 48, Uxbridge Rd., Ealing 5525. [9657

FIAT 500, in really outstanding condition; £220; view by appointment only.—Mrs. Dufeu, 24, Parkland Grove, Ashford, Middx. [9676

1938 coupe 500, grey, comp'etely rebuilt, retrimmed, recellulosed, new tyres, battery; £190.—Streatham 1726. [9924

1939 4-seater; 1951 500C coupe; 1951 1400 saloon; show models.—C. V. Rushmer, The Fiat Specialist, 59, Holland Park, W.11. Park 5731. [C3061

1939 Fiat 1100 saloon, resprayed grey, red hide, perfect example, new tyres; £320, o.n.o.—3, Ransom Rd., Woodbridge, Suffolk. Tel. 605. Private. [9916

FIAT 1938 1500 4-door pillarless saloon, in first-class mechanical and body condition, colour black; £250.—Mackie, "Inglewood," Lapworth, Warwickshire. Tel. 236. [9665

295 gns.—Fiat 1500, late 1938 4-door pillarless saloon, black, fawn leather, oversize tyres, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

265 gns.—Fiat 500, 1939 model convertible coupe, black, fawn leather, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

225 gns.—Fiat 500, 1938 model convertible coupe, gunmetal, red leather, very good condition; taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Fiat 1400 saloon, 4,000 miles, all extras, cost £1,875 last July, sacrifice; £1,275 o.n.o.; might consider smaller car part exchange, private owner.—Victoria 5483 office hours or Esher 4144 evenings. [9638

1948 Fiat 500 convertible de luxe, 47 m.p.g., one owner, in perfect order throughout, recently resleeved clutch relined, recellulosed at cost £100, many extras including plastic covers for seats; £425.—Tel. Brookwood 3286. [9764

ARCHIE SIMONS & Co., Ltd.—1939 Fiat 500 convertible coupe, grey and black, in excellent mechanical condition, a most attractive and economical car, late property of very enthusiastic owner; £255.—94, Gt. Portland St., W.1. Lan. 1545. [C4013

FIAT 1100 special 2-seater, specially built 1949, new Fiat and Gordini parts, only 8,000 miles since new, fully equipped, extremely rapid, superb road holding, ideal sports car racing, approx. 90mph, 38mpg; £575.—Derrington, 159-161 London Rd., Kingston 5621-2. [C1071

Fiat Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0933/R

FIAT in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1 Mayfair 5104. [0695/R

PERFORMANCE CARS urgently require Fiats.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0525/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136/R

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 5104/5. Open 9-6; Sats. 9-12. [0632/R

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1946 Ford 8hp Anglia saloon, black, good condition throughout.

1949 Ford 8hp Anglia saloon, black, carefully maintained car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

COACHCRAFT offer:—

£350.—1948 Ford 8 Anglia saloon, 20,000 miles only, as new in every way, one private owner, replacement unit not yet run in; 3 months' guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

1938 Ford 8 saloon, in excellent condition; £185.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

FORD (8 h.p.)

W. J. BROWN, Ltd., Used Ford Specialists.

1952 (Apr.) Ford Anglia saloon, black, 10,000 miles; £455.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1949 Ford Anglia saloon, black and green, taxed year; £345.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [C4030

1936 Ford 8 saloon, reconditioned engine, good tyres, bargain; £110.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1951 Ford Anglia, speedo reading 15,000, beige; £425.—Wray Park Garages, Reigate 2263. [9967

1950 (Oct., 1949) Anglia saloon, black, really immaculate and guaranteed; £375.—Campbell Symonds, Wembley 6262. [C1037

1947 Ford Anglia, one owner, excellent condition; £300.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [9879

1951 Ford Anglia, appearance as new; £430.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1937 Ford 8 saloon, black and red, good; £145; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

NAYLOR & ROOT.—1951 Ford Anglia saloon, beige/red, low mileage, very attractive; £435; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

TANKARD & SMITH, Ltd., offer 1948 (Dec.) Ford Anglia in black with red leather, a very clean appearance, at £345.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

425 gns.—Ford Anglia, November, 1951, saloon, black, brown leatherette, 7,650 miles, good tyres, original spare unused, very carefully used, nearly new condition; terms; exchanges.—Rowland Smith, below.

375 gns.—Ford Anglia, 1949 saloon, black, spare unused, small mileage, carefully used, excellent condition; taxed; terms; exchanges.—Rowland Smith, below.

325 gns.—Ford Anglia, 1947 saloon, black, red leather, good tyres, carefully used, exceptional condition; taxed; choice of 5 Anglias; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£365.—1950 (April) Ford 8 de luxe saloon, leather, loose covers, Notek spotlight, manual, tools, spare unused, one owner (well-known B.B.C. personality), mileage 24,000, unscratched, uses no oil, 45 mpg.—Box 6115. [9690

PRIDE & CLARKE, Ltd.—1951 Ford Anglia saloon, black/brown leather, low mileage, one owner, £419; 1950, beige/brown leather, low mileage, £399; 1949, green/green leather, heater, one owner, many extras, £369; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Eight Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford 8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934/R

FORD 8 saloon required, Prefect considered; about £150.—Durngate House, Winchester. [W1010

WHY accept less for your Ford Anglia saloon when you get its full market value from Ferraris of Cricklewood, Ltd.? 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Prefect saloon, black, brown leather, good condition throughout.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1952 Ford Prefect saloon, 6,000 miles; £565.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase Specialists.

1951 Ford 10 Prefect 4-door saloon, grey/green cellulose, leather upholstery, 16,000 miles only; one owner; literally as new throughout; 499gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GATEHOUSE offer:—

1947 Ford Prefect saloon, black, in excellent condition; £335.

1949 (first reg.) Ford Prefect saloon, beige, in excellent condition; £365.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

FORD (10 h.p.)

SCOTT CARS offer:—

1948 (November) Ford Prefect, green with green leather, perfect little car; £385.

SCOTT CARS, 547, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

H. BEART & Co., Ltd., offer:—

1951 (October) Ford Prefect de luxe saloon, black with red upholstery, genuine mileage only 8,000 and like brand new throughout; £545.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C1061

CHARLES POLLETT, Ltd., offer:—

1950 (Sept.) Ford Prefect 4-door saloon, beige with beige leather upholstery, heater, one owner, really exceptional condition throughout; guaranteed; £485.

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

W. J. BROWN, Ltd., Used Ford Specialists.

1948 Ford Prefect saloon, black, cloth upholstery; £315.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1952 Ford Prefect, black/hide, 12,000; £545.

1951 Ford Prefect, black/hide, recon.; £500.

1950 Ford Prefect, black/hide, recon.; £475.

1949 Ford Prefect, black/cloth, 21,000; £445.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 5388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

FORD Prefect, finished black/red, available for immediate delivery.

J. JAMES (LONDON), Ltd., 55, Pall Mall, S.W.1. Tra. 7311. [9691

1939 Ford 10 Prefect 4-door saloon, in exceptional condition; £235.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [C3005

1951 (March) Ford Prefect, black, 25,000 miles, one owner; £495.—Robbins, East Putney. Tel. 4581. [8681

£160.—Ford 10 saloon, 1936, reconditioned engine, excellent condition, genuine value.—Vigilant 1682. [9791

1952 Ford Prefect saloon, 8,000 miles, black, as new; £540.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

425 gns.—Ford Prefect, late 1949, saloon, black, one careful owner, good tyres, exceptional condition; terms; exchanges.—Rowland Smith, below.

465 gns.—Ford Prefect, December, 1950, saloon, pastel green, fawn leather, one careful owner, small mileage, good tyres, spare unused, exceptional condition; taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

NAYLOR & ROOT.—1952, Ford Prefect, black/beige, heater, low mileage; £525; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

1952 Ford Prefect saloon, black, leather upholstery, 10,000 miles, new condition throughout £525.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2058

1939 Ford 10 2-door saloon, new, reconditioned engine just fitted, £245; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1946 10hp Ford, splendid mechanical order, immaculate in appearance, taxed; offer wanted or part exchange.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

FORD Prefect first registered December 1950, perfect condition, new engine, good tyres and seat covers and heater.—Tel. Kinloch Rannoch 522 or write Wardlaw, Dalchosnie, Kinloch Rannoch, Perthshire. [9875

ROSE & YOUNG, Ltd., offer 1951 Ford Prefect, 19,000 miles, leather upholstery, immaculate, black, £450.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Ford Ten Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. [0174/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

£475 cash waiting for best Ford 10 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WHY accept less for your Ford Prefect saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklefood Broadway, N.W.2. Gladstone 2234. [W2008

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford Consul saloon, green leather, 16,000 miles, very nice car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1952 Ford Consul saloon, radio, heater, 11,000 miles; £710.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1059

WARWICK WRIGHT, Ltd., offer:—

1951 Ford Consul saloon, black, heater, 7,000 miles; £750.

1952 Ford Consul saloon, opal blue, radio and heater, 10,000 miles; £775.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ALLAN TAYLOR MOTORS, Ltd., offer:—

OCT. 1951 Ford Consul saloon, radio and heater, low mileage, excellent condition; £675.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [9589

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1952 Ford Consul, black/hide, radio, heater, 11,000; £710.

1951 Ford Consul, opal blue/hide, radio, heater, 15,000; £675.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

TEN days old, 300 miles, Ford Consul; list price.—Weybridge 600. [C4023

1951 Ford Consul, one owner, 9,000 miles, excellent; £695; 3 months' guarantee; terms and exchanges

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5226 and 5774. [C4054

1951 Ford Consul, one owner, leather, heater, as new, stored since 1951; £675.—Dobsons, Ltd., Staines. Tel. 801. [C1074

1952 (November) Consul, opal, beige leather, heater, covers, windtones, muff, 2,700 miles, taxed December; £765.—Box No. 6079. [9771

NAYLOR & ROOT.—1952 Ford Consul, black, beige, radio and heater, low mileage; £695; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3062

1951 Ford Consul, fully equipped, 12,000 miles, beige; £695; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

2000 miles.—1952 Ford Consul saloon, colour blue, with leather upholstery, radio, heater, as new.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

FORD ZEPHYR

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford Zephyr saloon, green, leather upholstery, one owner.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1951 Ford Zephyr, green/hide, radio, heater, rebored, 21,000; £750; choice of two.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1951 (May) Ford Zephyr saloon, green/beige leather, one owner, 8,000 miles, radio, heater; £725.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1952 Ford Zephyr, opal blue, one owner, low mileage, heater; £775.—Bells Service Garages, 144, London Rd, Kingston-on-Thames. Kingston 1185. [C1016

1951 Ford Zephyr six saloon, radio, leather, 9,000 miles; £735.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [9875

1951 Ford Zephyr saloon, heater, radio, Tygan loose covers, spot light, 11,000 miles only, immaculate condition throughout; £775; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1054

795 gns.—Ford Zephyr, October, 1952, saloon, green, fawn leather, heater, one very careful owner, genuine 2,000 miles, spare unused, practically new; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloon, black leather, 24,000 miles, one owner, genuine car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

SCOTT CARS offer:—

1949 Ford Pilot, radio, heater, leather, in immaculate condition, equal to any 1953 motor car, must be bargain at £495.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

FORD (V.8)

ALLAN TAYLOR MOTORS, Ltd., offer:—

FEB. 1951 Ford Pilot saloon, radio and heater; £510.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [9589

1948-9 Ford Pilot, 24,000 miles, immaculate; £485.—Wray Park Garages, Reigate 2263. [9870

GUY ALFREDS & Co., Ltd.—1951 Ford Pilot, small mileage, exceptional order.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 Ford Pilot, exceptionally good condition throughout; £415.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1950 Ford Pilot saloon, heater, leather upholstery, one owner, moderate mileage and in immaculate condition throughout; £495.

MAYFAIR CARRIAGE, Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1951 series Ford Pilot saloon, exceptional condition, also 1947 Ford Mercury saloon, r.h.d.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

£155—1937 Ford V8 22hp saloon, three new tyres, battery, generator, brakes relined.—Holman, 55, Carbery Ave., W.3. Acorn 3520. [9803

£195—1938 Ford 81A 4-door de luxe saloon, faultless runner; £80 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

FORD Pilot 1948 saloon, leather upholstery, heater, almost as new; £425, consider £150 down and instalments.—7, Radcliffe Rd., Croydon 1503. [C2041

1949 Pilot 4-door saloon, in practically unmarked condition, good tyres; £475; or would exchange; cash adjustment either way.—Southwind, Smugglers Walk, W. Worthing, Sussex. Goring-by-Sea 42151. [C4027

1950 (July) Ford Pilot black saloon, leather upholstered, special Ford coverings, mats, radio, heater, spot light, wing mirror, mileage 23,000, absolutely spotless showroom condition in appearance, and mechanically; would take near new 52/53 Land-Rover in exchange or £500.—Price, Fairacre, Grange Rd., Cwmbran, Mon. [9923

TANKARD & SMITH, Ltd., offer 1951 Ford Pilot, blue with blue leather and loose covers, one owner, nominal mileage, heater and radio, over carpets; two Notex fog lamps; immaculate cond. throughout; £585; three months' written guarantee; also 200 guaranteed used cars of all makes.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Ford V.8 Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford V.8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0936/R

UTILITY—FORD OR OTHER BODIES

1948 Ford 10 wooden utility, good; £295; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

FORD Pilot station wagon, left-hand drive, Anglo-Persian truck chassis, stronger than normal Pilot, magnificent job, beautiful body, about 8,000 miles, first registered May last, perfect condition and references regarding servicing, five perfect tyres, maroon and light coloured wood.—Tel. Kinloch, Rannoch 322, or write Wardlaw, Dalchosnie, Kinloch Rannoch, Perthshire. [9872

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0957/R

AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Ot. West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

FORD MISCELLANEOUS

TOM GARNER, Ltd., offer:—

1953 Series Ford "Zephyr" Six saloon, opal blue with blue leather, heater, 4,000 miles only, £875.

1952 Ford "Consul" saloon, black with beige upholstery, 4,000 miles only; £775.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

Ford Miscellaneous Cars Wanted

RSROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0958/R

WHAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R

SLOCOMBE'S, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Ford cars.—38/52, Dudden Hill Lane, N.W.10. [W4017

FORD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0623/R

£700 cash waiting for be st Zephyr or Consul offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage Ford cars.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [W1065

Ford Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2253), main Ford dealers; service and all spares [0095/R

Ford Spares and Service

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2039

F. H. PEACOCK, Ltd., Ford main dealers, comprehensive stock of spares for all Fords and Fordsons; genuine Enfo reconditioning engines, 8/10 and 30hp always available from stock.

219/221, Balham High Rd., S.W.17. Tel. Balham 4401; also at Foord Rd., Folkestone 51222. [0406/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—V. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1130. [C3062/R

FRAZER NASH

BARTLETT.—Frazer Nash 150mph Le Mans Replica, genuine bargain; £1,295.—27a, Pembridge Villas, W.11. [C1013

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0959/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available written guarantee.—See under "Sports Cars." [C3041/R

1939 (Nov.) 327/80 coupe, one owner, complete engine overhaul, SU carbs., twin batteries, radio, new radiator, etc.; £725.—Box 6088. [9812

FRAZER-NASH CARS usually have available a selection of Frazer Nash-B.M.W. pre-war cars.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015

325 gns.—Frazer Nash-B.M.W. 1937 model 1½-litre type 40 super-sports 2-seater, metallic green, grey leather, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

195 gns.—Frazer Nash-B.M.W., 1936, 2-litre type 45 convertible saloon, maroon, red leather, very good condition; taxed, terms; exchanges.—Rowland Smith, below.

225 gns.—Frazer Nash-B.M.W., 1936, 2-litre type 55, foursome drop-head coupe, green, green leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

AN immaculate 1937-8 type 326 de luxe saloon, this car is as new and fully guaranteed. 1-shot lubrication, all tools, unscratched inside and out and mechanically as new; the car for the knowledgeable motorist; the real thing for £525; definitely no offers.—Box 6116. [9891

Frazer Nash-B.M.W. Cars Wanted

BARTLETT will pay more for Frazer Nash-B.M.W. cars.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940/R

CARR BROS. GARAGES, West End Depot (21, Soho Sq., W.1), Ger. 6678-9, is keenly interested.—Call, write or 'phone. [W1041

HEALEY

L. F. WARD, Ltd.

1949 Healey B type chassis, all road equipment; £495.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

BROOKLANDS, Healey Distributors, London, Home Counties; "still the world's fastest 4-seater saloon."

1952 Healey Tickford saloon, 9,600 miles, heater.

1951 Healey Tickford saloon, one owner, radio.

1951 Healey Abbott d.h. coupe, many extras.

1950 Healey Silverstone sports 2-seater, extras

1949 Healey Sportsmobile, excellent throughout.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-4. [C1029

BARTLETT.—Healey 1948 Duncan saloon, £725; also 1948 special streamlined saloon, £625.—27a, Pembridge Villas, W.11. [C1013

£850—Healey sports saloon 1948, modified A type chassis, first registered 1952, genuine 5,000 miles, cream and red hide, 100% in every respect.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [C4050

1951 Healey Tickford foursome saloon; £1,125.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 Healey Silverstone Roadster, metallic blue, extensively overhauled, including works reconditioned engine, nearly new appearance, excellent history, full details available, £695; exchanges, deferred terms; many others.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055

Healey Cars Wanted

HEALEY Elliott and Tickford saloons and Abbott coupes urgently required.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461-2. [W1001

BARTLETT.—Healey Elliott saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Healeys.—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Healey Cars Wanted

PERFORMANCE CARS urgently require Healeys.—107 Great West Rd., Brentford, Middlesex. Ealing 8841; or New Cavendish St., Great Portland St., W.1. Museum 8221. [W5041

PRIVATE purchaser requires Silverstone Healey.—Coventry. Tel. 61630 between 9 a.m.-6 p.m. week-days. [9811

HEALEY Silverstone 1949 or 1950 required for private buyer, fair price paid.—Full description and history with price required to Geo. Hopkins & Sons, Ledbury, Hereford. [9660

HILLMAN 10

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1952 Hillman phase V saloon, beautifully maintained by one fastidious owner, coachwork and interior unmarked, spare unused, genuine 8,000 miles, £100 worth of extras fitted, radio and heater; 679gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

ELITE MOTORS offer:—

1947 Hillman Minx foursome drop head coupe, black/brown, Ace rimbellishers, really attractive appearance, excellent hood and mechanical condition; £395.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

SAUL & SLATTER, Ltd., offer:—

1950 (December) Hillman Minx Phase IV convertible, grey with red leather upholstery, heater, in excellent condition throughout; £595.

44-46 Aldermans Hill, N.13. Tel. Palmers Green 5631-2-3. [C4002

WARWICK WRIGHT, Ltd., offer:—

1951 Hillman Minx Mark V saloon, blue, 14,000 miles; £675.

1952 Hillman Minx Mark V saloon, grey, 6,000 miles; £715.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

MAYFAIR COUNTRY CARS offer:—

1951 (June) saloon, black with red leather, sunshine roof, immaculate; £615; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3006

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Hillman Minx drop head coupe, grey, blue leather; £495.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1946 (Sept.) Hillman Minx sun saloon, black; £335.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

£265—1939 Hillman 10 drop head coupe, very clean car.—Below.

£190—1938 Hillman 10 saloon; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1951 Hillman Minx drop head coupe, black, red leather, 12,000 miles.

RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1951 Hillman Minx saloon, black/brown leather, in beautiful condition throughout, taxed; £575.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054

1939 Hillman Minx drop head coupe, very nice condition, new hood, 3 months' guarantee; £265.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

1950 Hillman saloon, perfect condition; £515.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

1946 Hillman Minx 10hp sun saloon, black/brown interior, one owner, in superb order throughout; £345.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Collers Wood, S.W.19. Liberty 1604. [C3048

ARCHIE SIMONS & Co., Ltd.—1947 Hillman Minx saloon, an excellent example of this very popular model; £355.

1935 Hillman Minx saloon, colour black, brown leather upholstery, sliding roof, new tyres all round, taxed, in extremely good mechanical condition throughout; £155.

94 Gt. Portland St., W.1. Lan. 1343. [C4013

1950 Phase IV Hillman Minx saloon, low mileage, excellent condition; £525.—Welstead, Kemsing, nr. Sevenoaks, Kent. Tel. Sevenoaks 61342. [9757

1939 Hillman Minx 4-door saloon, recent overhaul and respray, excellent condition; £250.—King's Motors, 1, High St., Hounslow. Tel. 3532 [C2049

1951 (October) Hillman Minx Phase V saloon, 14,000 miles, as new.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031/2/3. [C4006

1950 Hillman Minx saloon, black with fawn leather, very well maintained; £525.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022

1938 Minx d/h, beige, respray, new battery, prop shaft, silencer, pump, etc., excellent condition; £215.—1, Ascot Gdns., Enfield, Middx. Enterprise 6648. [9802

HILLMAN 10

1951 Hillman saloon de luxe, 12,000 miles, immaculate condition throughout; £625; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1950 (Apr.) Phase IV Hillman Minx saloon, green and red interior, heater and seat covers reconditioned engine recently fitted; £565.—Robbins, East Putney. Tel. 4581. [8680

£225! Hillman Minx saloon in absolutely astounding condition having just had £150 rebuild, definitely the smartest for its year on the road.—2, Wise Lane, Mill Hill, N.W.7. Tel. 5157. [9903

145 gns.—Hillman Minx, 1956, saloon, gunmetal, blue leather, good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£485—1948 Phase II Hillman Minx drop head foursome coupe, faultless runner, magnificent appearance, primrose, new hood; £165 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Hillman Minx saloon, black and chromium with beige leather, a really immaculate one-owner car, thoroughly recommended, written guarantee, £625; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Langham 0012. [C2005

1952 (Feb.) Hillman Minx Phase V convertible coupe, green, fawn hide, 10,000 miles, one careful owner, superior condition throughout, £675; exchanges, deferred terms; many others.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1951 (March) Hillman Minx saloon, fawn with red leather, 9,800 miles only, an absolutely immaculate one ownership car, serviced by us since new, written guarantee; £625; terms, exchanges.—H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [C2059

HILLMAN 14

£245!!!—First registered 1947, 1940 Hillman 14 saloon, perfect mechanically, taxed, exceptional value!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

HILLMAN MISCELLANEOUS

1947 Hillman utility (estate car), reconditioned engine, excellent condition.—Marvick, Redfields Cottage, Church Crookham, Hants. [9797

Hillman Cars Wanted

CMTRSR

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0671/R

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941/R

RRDRB

ROOTES Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. ((Central 8411.)

MMCCRWR

MANCHESTER.—129 Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Hillman cars.—36/52, Dudden Hill Lane, N.W.10. [W4017

HILLMAN Minx wanted for cash.—St. Albans 2050. [W2012

PRIVATE buyer requires almost new Minx saloon.—Box 6126. [9882

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121 [W3044/R

1952-3 Minx saloon in exchange for M.G. 1½ saloon.—See M.G. sales column. Box 6124. [9886

£650 cash waiting for best Hillman or similar car offered. 54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Hillman Minx.—May. 3051. [W3043

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/R

WHY accept less for your Hillman Minx (1948 preferred) when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0559/R

CARR BROS. GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6678/9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6395); Airways Garage, opp. London Airport (Hou. 4606); or Head Office, Purley, Surrey (Uplands 4812-3). [W1041

Hillman Spares and Service

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripple way 1285. [0438/R

Hillman Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585 [0720/R

HISPANO-SUIZA

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

HISPANO-SUIZA 57.2 beautiful coupe de ville, taxed, overhauled.—Curry, Dartington, Totnes. [9801

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [7544

HOTCHKISS

1940 Hotchkiss Paris Nice saloon, 25,000 miles; £675.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

£285.—Hotchkiss Paris-Nice 4-seater fixed head coupe, recent overhaul, almost new tyres, re-upholstered, very smart.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

H.R.G.

1948 1½-litre H.R.G. 2-seater, 23,000 miles only, two owners since new, excellent condition; £675 or nearest offer.—Box 6091. [9837

H.R.G. Cars Wanted

H.R.G. 1100 required.—Lee, 38a, Monmouth Rd., London, W.2. [9804

REQUIRED immediately, good H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

H.R.G. Spares and Service

CHARLES POLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

£150 or £50 deposit.—1936-7 Hudson drop head coupe, guaranteed; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C5029

£250—1938 Hudson Super de luxe 22hp saloon, black, brown hide, magnificent appearance; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/3903. [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0861/R

MANCHESTER.—Distributors of Hudson cars, large stocks of spares; repairs and overhauls.—Ardwick 4561-7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

CAR MART, Ltd.

1952 Humber Super Snipe saloon, heater, 3,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

R. F. FUGGLE, Ltd.

MID-1950 Humber Hawk satin bronze, one owner, most carefully used and maintained; £685.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

TOM GARNER, Ltd., offer:—

1952 Humber Super Snipe Mark III saloon, grey with grey upholstery, heater, 2,000 miles only; £1,165.

1953 Humber Hawk Mark V saloon, quartz blue with beige upholstery complete with radio, heater, loose covers, many extras, taxed, 1,700 miles only, at maker's list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS Ltd., offer:—

1952 Humber Super Snipe saloon, grey with grey interior, recorded mileage 171 only; £1,295.

836/842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Hawk saloon, heater, black, 12,000 miles; £725

1951 Humber Super Snipe saloon, heater, bronze, 16,000 miles; £975.

1952 Humber Hawk saloon, radio and heater, bronze, 15,000 miles; £925.

1952 Humber Imperial saloon, black, 15,000 miles; £1,325.

1952 Humber Super Snipe saloon, grey, 5,000 miles; £1,195.

1952 Humber Hawk saloon, bronze, 8,000 miles; £975.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

PHŒNIX MOTOR Co. (SURREY), Ltd.

1948 Humber 18hp Snipe saloon, grey, grey interior, an excellent example of this rare model; £595.

1951 (November) Humber Super Snipe saloon, black, red leather upholstery, 12,000 miles only, fitted radio and heater, a first-class example of this series and exceptionally good value at £895.

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [C3044

1950 S/Snipe touring limousine; £785.—Below.

1951 S/Snipe saloon; £880.—Below.

1952 S/Snipe saloon, 3,000 miles; £1,125.

H. A. SAUNDERS, Ltd., 164, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

DAGENHAM MOTORS, Ltd., offer the following car:—

1950 Humber Hawk 16hp sln., bronze/hide, 18,000; £675.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588; and 6 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

1951 Humber Hawk saloon, blue with beige leather, one owner, excellent condition; £825.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

1952 (Aug.) Super Snipe saloon, black, fawn leather, heater, 2,000 miles, as new; £1,150.—Below.

1951 (July) Imperial 7-seater saloon, 8,000 miles, almost as new; £1,375.—Robbins, East Putney. Tel. 4581. [9600

1952 Humber Hawk, black with beige leather, heater, 13,000 miles, very good all-round condition; £925.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1948—49 Humber 18 Snipe saloon, magnificent, guaranteed; £470; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4056

£245—1936 model Humber sportsman saloon, black, excellent condition.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel. Lee 1051. [C1032

1952 Humber Hawk saloon, bronze, red leather, low mileage, taxed; £950 (terms).—Royford Engineering, Southborough 1060 (near Tunbridge Wells). [9919

1949 Humber Super Snipe saloon, black with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Terminus 7464). [C4022

1951 Humber, 18,000 miles; £775.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 model Humber Super Snipe, chauffeur kept, black with brown leather, heater; £695.—Woking Motors (Maybury Hill), Ltd. Woking 1328. [C4057

1951 Humber Super Snipe, bronze, red leather, radio, heater; £875.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014

1952 (February) Humber Super Snipe, bronze with red leather, 12,000 miles only, in spotless condition; £995.—Noel Bell, Putney Vale (next to K.L.G. Works), Putney 7851. [9864

1952 (Feb.) Humber Imperial saloon, black with brown leather upholstery, low mileage.—Ray Powell, Ltd., 113, Fairlop Rd., Leytonstone. Leytonstone 3566. Valentine 3468. [9842

HUMBER Pullman Phase II, 17,000 miles; wireless; heater front and rear; one owner, chauffeur maintained, excellent order; £1,250.—Apply Chauffeur, Bellasis House, Dorking. Tel. Betchworth 3339. [9939

£654!!!—Humber Super Snipe, new type, first regd. 1953 but late property of Government official who has maintained this vehicle impeccably; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

1952 Humber Super Snipe town and country sports saloon, 2,800 miles. For further description and price see under "Utility Cars."—Taylor & Crawley 48, Kensington Court, W.8. Wes. 6015. [C4036

KENTISH & THOMSON, Ltd.—1948 Humber Hawk saloon, one private owner, engine just reconditioned and not run in, black, most exceptional condition throughout; £525.—564, Wickham Rd., Croydon, Springpark 3477. [C2047

£945!!!—Phase II Humber Pullman limousine, latest body styling, gears on steering column, built-in headlamps, etc., widest occasionals, division, built-in radio of magnificent tone, twin heaters, etc., suitable car for highest class West End private hire, weddings, funerals, etc.

£725!!!—Humber Pullman limousine, January, 1948, taxed privately and very carefully used by one owner, checked over every 6 months by distributors and fully overhauled in January of this year.

£375!!!—Humber Super Snipe saloon, 1946 model, first delivered and registered May, 1946, and in the hands of one owner only since new, original condition throughout.

£765!!!—Humber Super Snipe 1950 model drop head coupe, in practically faultless order throughout, spacious 6-seater body in pastel grey, luxurious leather upholstery, hood, chrome and all interior fittings literally unmarked.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

HUMBER Super Snipe, June, 1951, satin bronze, guaranteed mileage 8,800, Marchal head lights, Lucas pass lights, heater, etc.; the whole car is in immaculate condition, any test or examination; £950.—Coleman, Stoke-under-Ham, Somerset. Tel. Martock 2235. [9672

1952 Humber Imperial 7-seater saloon, black with brown leather upholstery, mileage 1,500, one owner, fitted radio and heater; £1,695; this car can be converted to Pullman limousine by manufacturers at small cost.—Rootes, Ltd., 129, Deansgate, Manchester, Blackfriars 6677. [9255

HUMBER

A & S Limousine, 1951, partition, forward occasionals, leather throughout, mileage 12,000, black, wonderful condition throughout, bargain value.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Humber Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

BMANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MMAIDSTONE.—(Maidstone 3333.)

CCANTERBURY.—(Canterbury 3252.)

RROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S.

RROWLAND SMITH'S the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942/R

HUMBER in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

TWO Humber Pullman limousines 1946/48.—Appleton & Arundale, Ltd., Bridlington 4456/7. [9652

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

1949-51 Humber Pullman limousines wanted.—Particulars, mileage and price, to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4251. [9344

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Humber Hawk. Mayfair 3051. [W3045

7-passenger 1950/1/2 Limousines and Imperial Saloons required immediately, details please. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1008

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

JAGUAR

HHENLYS, Ltd.,

HENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6514).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 6081).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

DICKS.

1946 Jaguar 1½-litre saloon, most carefully used; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6886-9 [C1072

CAR MART, Ltd.

1949 Jaguar 3½-litre Mark V saloon, guaranteed; £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

ELITE MOTORS offer:—

1948 Jaguar 1½-litre special equipment saloon, radio, heater, tailored loose covers, black/fawn, exceptionally well maintained condition; £525; choice of three other Jaguars from £295.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

B. J. HUNTER, Ltd., offer:—

1951 Jaguar Mark VII saloon, low mileage, one owner, fitted all conceivable extras; £1,575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

JAGUAR

ACRES offer:—

1950 Jaguar Mark V saloon, finished in light blue with leather upholstery to match, heater and radio, speedometer reading 17,000, undoubtedly genuine, beautifully kept and maintained and in spotless condition throughout; £925.

1949 (Sept.) Jaguar Mark V saloon, finished in pastel green, heater and radio, mileage approximately 25,000, carefully used and maintained and in magnificent condition throughout, £795; choice of another in ivory, £845.

1947 Jaguar 3½-litre saloon, finished in grey, heater and radio, low mileage, a really beautiful car, in immaculate condition throughout; must be a bargain at £475.

1946 1½-litre Jaguar saloon, finished in black with brown leather, excellent tyres and battery, showroom condition and sound throughout.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1008

TOM GARNER, Ltd., offer:—

1952 Jaguar 3½-litre Mark VII saloon, black with brown upholstery, 4,000 miles only; £1,745.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2039

ROSE & YOUNG, Ltd., offer:—

1952 (November) Jaguar Mk. VII, 5,000 miles only, whole car as new, black with red leather.

1950 Jaguar Mark V, low mileage, radio and heater, exceptional condition, black; £850.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

SLOCOMBES, Ltd. Willesden 4869.

WE are pleased to offer two XK120 in most pleasing trim and which we feel are exceptional examples among many used models available for sale:—

1951, in suede green with green leather, having a speedo reading of 7,000; price £1,110.

DEC., 1950, in blue with the amazing speedo reading of 1,500 miles price £1,250; A.A./R.A.C. inspection welcomed, insured H.P. terms if desired, part exchanges welcomed; write, call or 'phone.—Slocombes, Ltd., St. 52, Dudden Hill Lane, N.W.10. [C4017

WARWICK WRIGHT, Ltd., offer:—

1951 Jaguar 3½-litre Mark V drop head coupe, radio and heater, silver green, 13,000 miles £1,195.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4048

LAMBS Finchley Showrooms for Jaguars.

£895!!!—1950 series 2½-litre Mark V Jaguar, in spotless condition throughout and small mileage.—Below.

£599!!!—1948 Jaguar 1½-litre de luxe saloon, excellent throughout, choice of 2.—Below.

£585!!!—1947 Jaguar 1½-litre de luxe saloon, but in really magnificent and specimen condition; this vehicle only wants seeing, it is outstanding.—Below.

£345!!!—1939 Jaguar 1½-litre drop head coupe, choice 2.—Below.

£265!!!—1937 Jaguar 12hp de luxe saloon, very clean indeed, choice of 2; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6621. (East Finchley Underground.) [C2052

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Jaguar Mark VII, fitted high lift camshaft, twin exhausts, radio, heater, etc.; £1,775.

1946 (October) Jaguar 3½-litre, grey, red leather, new engine; £495.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1951 Mk. V Jaguar 3½-litre, immaculate; £800, exchanges and H.P. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [C1006

!! Chipstead Motors, Ltd.—See our advertisement
•• under "Sports Cars" [C1044

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

1950 Jaguar 3½-litre Mark V saloon, grey, red leather, heater, radio, one owner, immaculate condition; £850.

1948 Jaguar 3½-litre saloon, one owner, excellent order; £595. [C1001

4000 miles.—1952 Mark VII Jaguar saloon, black; £1,575.—Weybridge 600. [C4023

1949 Mark V Jaguar 3½-litre saloon, new condition.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0001/R

1952 Jaguar Mark VII saloon, black, brown hide, super loose covers, radio, heater, screen washers; £1,645.

1938 (July) Jaguar 3½-litre sun saloon, grey, red leather, 45,000 miles including 8,000 miles on present engine, one owner; £295.

W. J. BROWN, Ltd. Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 XK120, £1,075.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1947 Jaguar 1½-litre, black with brown leather upholstery, moderate mileage and in excellent condition throughout; £575.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004

£500—S.S. Jaguar competition 100, perfect example, 3½-litre or exchange Morris Minor 1950.—Nicholas, Horley 1510. [9979

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1947 Jaguar, mechanically and body superb; £525.—Smith & Hunter Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [C4019

1950 Mk. V saloon, 21,000m., every conceivable extra, offers invited, smaller accepted part.—24, Northway, Maghull, Liverpool. Maghull 458. [9760

1951 (June) Jaguar Mark VII saloon, black, new condition throughout; £1,650.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4090. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

1948 Jaguar 3½-litre saloon, black, 17,000 miles, as new; £685.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: Molesey 6199. [C3037

XK120 black with red leather, 6,000 miles, new condition; £1,550.—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049

1947 Jaguar 3½-litre saloon, black with brown hide upholstery, a beautiful car in unblemished condition, disc wheels, three months' guarantee.—Henlys, The Square, Bournemouth. Tel. Bournemouth 6514. [9809

XK120 1952 series, delivered 21/12/51, daffodil with black upholstery, heater, taxed, mileage 7,250, car as new; £1,285.—J. E. Bird Automobiles, 118, High Rd., Lee, S.E.13. Lee Green 1072. [9463

XK120 in absolute new condition, cream with brown leather, not raced, one owner, genuine 24,000 miles, first reg. 9-1-51; nearest £995 secures.—Wadham Garages, Ltd., Weston S. Mare. Tel. 269. [9942

1950 (Aug.) 3½-litre Jaguar Mark V saloon, suede green, one owner, heater, low mileage, immaculate showroom condition; £975.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

JAGUAR S.S.100, late 1938, in superb condition, finished red with red leather upholstery, new works engine fitted by late owner some months ago, brand new tyres, chrome luggage grid, badge bar, etc.; £400 or near offer.—Tel. Birmingham South 5018. [9908

1937 Jaguar 2½-litre sports saloon, in really excellent condition throughout; £175; £60 deposit, balance 12 months; 40 cars always in stock, exchange a speciality, callers only.—Tulse Hill Motors, Ltd., Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [9871

1951 Jaguar XK120, regularly serviced, never raced and in magnificent condition, with genuine speedometer mileage of only 8,500 miles; owner reluctantly forced to sell due to absence abroad; price, £1,350.—Berker, Flat 130, Grosvenor House, London, W.1. [9656

XK120 1951, one owner, just fitted high-lift cams, heavy duty clutch, competition torsion bars and rear springs, h.c. pistons; ivory white, fitted covers, immaculate condition; £1,085.—Richards & Carr 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424 [C3045

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1948 model, late registration and in the hands of one fusspot owner since new, coachwork literally devoid of even minor blemish, with rich red leather upholstery, full special equipment model with long range headlamps, heater, discs and passlights, one of the best of all our Jaguars; £665.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1946, coachwork just respayed black and engine checked over, decoked and tuned, lower mileage than average for a 1946 car; £485.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1947, a very attractive specimen in Jaguar green with interior to tone, especially good mechanically, almost new Goodyear Eagle tyres, Motorola radio, etc.; £545.

CAMDEN MOTORS.—Jaguar 1½-litre sports saloon, 1939 (July), fitted Ace Rimbellishers, Lucas fog and passlights, etc., engine reconditioned May 1952, bills available for this and other overhauls last year; £525.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, black, red leather, a fast powerful car, ideal for high speed touring; £225.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, February 1939, very outstanding history, one owner since 1952, unused four years and extensively reconditioned Dec. 1951, since when 14,000 miles only has been done, strongly recommended; £345.

CAMDEN MOTORS.—Jaguar 3½-litre Mark V saloon, July 1950, in silver-grey, an immaculate specimen in practically faultless mechanical order with all extras, radio, heater, Tygan seat covers; £895.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Jaguar Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. [0873/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13.

MINI dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631/2/3. [W4002/R

JAGUAR wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

WANTED privately, 1938-9-40 2½-litre Jaguar saloon.—Tel. Watford 7457. [9958

BARTLETT.—Jaguar XK120 urgently required.—27a, Pembridge Villas, W.11. [W1015

XK120 wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

Jaguar Cars Wanted

MARK VII or V wanted, under 10,000 miles.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [9267

MARSTON MOTOR Co., Ltd., for your Jaguar.—Ice Sts. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

JAGUARS, Mk. V and Mk. VII; please send full particulars.—Ross Motors, Ltd., Regent St., Hinckley, Leics. [9152

XK120 wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

WANTED, Jaguar Mk. V, good condition, low mileage, radio, heater; reasonable price.—Scriven, 40, Weston St., London, S.E.1. Hop. 3444. [9898

EXCHANGE Austin Sheerline, late 1949, radio and heater, etc., one owner and chauffeur maintained, mileage 21,000, brand new condition for XK120; cash adjustment.—Tel. Birmingham South 5018. [9911

Jaguar Spares and Service

HHENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1936.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 3631/2/3. [S4002/R

DEERLESS MOTORS Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 23594. [0430/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

£110 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231 [0527/R

ARMY-TYPE Jeeps, 4×4, original U.S.A., as new; from £190; leaflets on request.—Grant Motors, 122, The Avenue, N.W.6. Wil. 0119. [9841

JEEPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015/0621. [0241/R

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep firm, Hampton Wick, Kingston-on-Thames (4718). [0820/R

JEEPS!!! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834.

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919 [0035/R

165 gns.—Jeep (Ford), registered August, 1946, coachbuilt utility, maroon, bench seat, drop tailboard, spare wheel, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MANSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 month's guarantee; own Jeep taken in part exchange or rebuilt; all spares stocked; contractors to overseas Governments.—11, Cadogan Lane, London, S.W.1. Sloane 4732, 4728. [C3066

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954/R

Jeeps Spares and Service

100% Jeep firm, all spares by return or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) [0366/R

50 Jeeps dismantling, low mileage engines £35, engines for reconditioning £22/10; all spares and units; 15 U.S.A. Jeep trailers, genuine U.S.A. equipment, rebuilt and used Jeeps from £150.—The Original Jeep Specialist, Peach, 108, Coxgreen Rd., Maidenhead, Berks. Tel. 3018. [9745

JENSEN

BROOKLANDS.—Individuality, new and used cars.

1953 Jensen Interceptor saloon and cabriolet.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 6351-6. [C1029

1938 (December) Jensen 4¼-litre saloon (fawn), mileage under 40,000, one owner from new, for sale by private treaty or by public auction, and entries are invited; this very genuine car is at present on view at the Measham Motor Sales Organisation's London Showroom at 368-370, Kensington High St., W.14; if unsold by private treaty this car will be offered for sale by public auction at Measham, Burton-on-Trent, on Tuesday, March 31, 1953. [9715

JOWETT

HM

BENTLEY & PARTNERS, Ltd., offer:—

1951 (Sept.) Javelin de luxe saloon, 1,050 miles; £850.

6 months' same as makers' guarantee.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

NEWNHAMS, Ltd.

1952 Jowett Javelin de luxe saloon, grey with red; £795.

NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646 [C3024

CLARKE'S OF PIRBRIGHT.

DISTRIBUTORS: day and night service in Guildford, Woking and Aldershot area.

GUARANTEED used Jowett products:—

1951 Javelin de luxe saloon, 900 miles.

1949 Javelin de luxe saloon.

BRADFORD van, practically unused.

NEW Javelins from stock.

NEW Bradford vans from stock.

CLARKE'S OF PIRBRIGHT, Surrey.

BROOKWOOD 2201-2. [C1049

G. W. WILKIN, Ltd., offer:

1950 Javelin saloon, one owner, maintained by us from new; £550.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053

JUPITER, Nov. '52, fixed head 2-3-seater, 1,700 miles only, Manchester, private sale, cost £1,250; offers.—Box 6074. [9747

BARTLETT.—1952 Jowett Jupiter 2-seater, wireless, heater, almost unmarked; £795.—27a, Pembridge Villas, W.11. [C1015

JAVELIN de luxe (Aug., 1952), Connaught green, mileage 2,775, radio; £850.—Bowman's Garage, Westbridge. Tel. 1265. [C1033

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory-trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 3641-2 [0463/R

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1952 Jowett Javelin de luxe saloon, 10,000 miles; gunmetal grey, Ace Rimbellishers; like new throughout; 770.—Box 6125. [9881

1951 model Jowett Javelin de luxe saloon, modified to 1953 standard with solid tappets, finished in maroon in excellent condition, one owner; £735.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [C1063

1952 (Dec.) Javelin saloon, immaculate, negligible mileage only; £875.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1949 Javelin de luxe saloon, blue and beige, fitted heater and radio, carefully used, immaculate; £565.—Peter Guest, Ltd., Guywood, King's Lynn. Tel. 4129. [9721

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502/R

225 gns.—Jowett 1939 10hp 4-cyl saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JOWETT Javelin, Jupiter and Bradford, full range of new and guaranteed used models on view at Jowett Sales, 7/9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (ten lines). Gordon Cars (London), Ltd., the London Distributors. [0154

1951 Jowett Javelin de luxe saloon, maroon/beige leather, one owner, 18,000 miles, immaculate, any inspection, 3 months' guarantee; £725.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1950 Javelin full de luxe saloon, finished in faultless black with brown real leather interior; this car has been fitted with loose covers since new and is literally unmarked, the dash is of highly polished walnut, fitted heater, taxed, all tyres equal to new, one very careful and conscientious owner from new, just fitted completely reconditioned engine, the car is literally in 1953 condition throughout; £625.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

Jowett Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jowett cars.—520 Euston Rd., N.W.1. Euston 1212. [0874/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954/R

JAVELIN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

JOWETT wanted, preferably under 20,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 360. [9750

JUPITER wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424 [W3045

£750 cash waiting for best Jowett or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 308, Erith Rd., Bexleyheath. [0571/R

KINGSTON-ON-THAMES.—Distributors for Jowett, comprehensive spares and service facilities; trade requirements catered for.

G. W. WILKIN, Ltd., 84, Eden St., Kingston 2241-2. Also Hampton Court, Molesey 6109. [84053/R

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009/R

BIRMINGHAM main agents; large stocks of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759/R

ENERGOL BP lubrication service centre for Jowett and Bradfords; repairs and spares during your day in town.—Wimbush & Co., Ltd., Hendfort Place, Hyde Park Corner, S.W.1. Further details Sloane 0151. [0167/R

LAGONDA

R. F. FUGGLE, Ltd.

LAGONDA 16/80 type S.S. sports 4-seater, excellent all-weather equipment, chassis and coachwork splendid; £265.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BROOKLANDS, Lagonda distributors; latest models.

1950 Lagonda 2.6-litre saloon, radio, heater.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

DAVIES MOTORS, Ltd., (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1936 4½-litre L.G.45 4-seater tourer, complete engine and chassis overhaul.

1938 V.12 short saloon, small total mileage, engine overhauled by Lagonda, Ltd.

1939 4½-litre type L.G.6 sports saloon, splendid condition throughout.

1940 V.12 short saloon, 29,000 miles only, checked by manufacturers, immaculate condition.

1940 V.12 Rapide coupe, Sanction II engine, 3,500 miles since overhaul.

FURTHER particulars of these and other models now in course of preparation; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5, or (private) Walton-on-Thames 1562. [C1080

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

£450 !!—Four-seater Le Mans Rapide Lagonda, recent overhaul costing £800 (bills available), in superb order and very fast.

BRIAN FINGLASS, Bugatti sales and service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

2-LITRE low-chassis tourer, 1933, small mileage since complete re-build 1950, immaculate appearance; £295.—Speedwell 9638 after 8 p.m. [9907

1934 5-litre sports saloon, green, 20 m.p.g. and 80 m.p.h., recent complete engine and clutch overhaul, new tyres, good brakes, radio; £200 o.n.o.—Lake, West Langton, Market Harborough. East Langton 309. [9706

MAGNIFICENT short chassis 12-cyl drop head coupe, black, red leather, original condition throughout, with Sanction II modifications, 49,000 miles only, new tyres and top, fast, silent, comfortable and faultless motoring of the most luxurious kind; exchange or terms considered; £975.—Hartsbourne House, West Clandon, Surrey. Clandon 133. [9740

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841: or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [81080

LANCHESTER

DICKS

1939 Lanchester 14hp Roadrider saloon, carefully used; £850.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

PARADE MOTORS (MITCHAM) offer:—

THIS 1939 type Lanchester 14 de luxe saloon, with I.F.S., at 17,000 miles, is considered the best in the country; you cannot fail but be impressed upon inspection; unrepeatable at £590.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 18hp sports saloon (1936), black and dark blue with blue leather, total mileage 30,000, in original condition; £495.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

1951 Lanchester 11hp saloon, 5,000 miles, excellent; £850.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1938 Lanchester 10, in very good condition; £195.—Wembley Court Motors, High Rd., Wembley, Wembley 8787-8. [C4050

1946 (Dec.) Lanchester 10 4-door saloon, with sun roof, black, brown leather, excellent condition throughout. £495.

W. J. BROWN, Ltd. Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1026

1951 Lanchester 11hp saloon by Barker, black, brown leather, mileage 21,000, heater, radio, as new; £800.—Box 6017. [9765

CASS'S MOTOR MART.—1939 Lanchester 14 sports saloon, grey, exceptional condition; £425; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1938 Lanchester Roadrider saloon, 14hp, black/blue leather, radio, recently completely overhauled, immaculate condition throughout; £415.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1938 Lanchester 11hp saloon, Mulliner body, first-class condition and appearance; 300gns.—9, Ross Rd., S.E.25. Tel. Hol. 2012, or Livingstone 2815 after 7 p.m. [9455

1946 Lanchester 10 saloon de luxe, black, low mileage; £595.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: Molesey 6199. [C3037

1939 model Lanchester 14 Roadrider saloon, green and green leather, very well preserved and original condition, mileage under 30,000; £350.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

1939 Lanchester 14 I.F.S. de luxe saloon, good; £295; also 1934 Lanchester 10 Tickford, 4-door, really good; £135; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

195gns.—Lanchester 10 1936 model de luxe saloon, pastel blue, sliding head, leather, preselector, unused spare, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947/R

H. F. EDWARDS urgently require good Lanchester for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Lanchester Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0416

ARCOT ENGINEERING, Ltd.—Preselected gear boxes exchanges and repairs.—469, Fulham Rd., S.W.3. Kensington 7301. [0237/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

FIRST-CLASS examples are becoming rare indeed; we usually have the best available.

PRESENT stock includes two 1939 Aprilia de luxe saloons and one 1939 Aprilia Farina cabriolet; prices from £495; many other makes; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

KEVILL-DAVIES & MARCH, Ltd., offer:—

1939 Lancia Aprilia, colour blue and grey, blue upholstery, in excellent condition throughout.—41/42, Hay's Mews, Berkeley Sq., W.1. Grosvenor 2563. [9524

LANCIA Augusta 1935 saloon, tele. shockers, excellent condition; £250 or best offer.—Box 6002. [9692

1938 (December) Aprilia, telecontrol, etc., excellent throughout; £375.—63, Dorchester Court, S.E.24. [9902

GUY ALFREDS & Co., Ltd., 1952 Lancia 7-passenger enclosed limousine in 1950 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1939 (November) Lancia Aprilia saloon, just recellulosed by us in moonbeam grey and rechromed, fitted new best quality carpets to match the blue leather interior, new loose covers, fitted Telecontrols, excellent tyres, mechanically in exceptional condition, will cruise at 70 mph with a petrol consumption of over 30 mpg, a most attractive example of this model; £450; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

Lancia Cars Wanted

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0582/R

REQUIRED immediately, good Lancia.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841: or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0501/R

Lancia Cars Wanted

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay. 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton Wembley. (Perivale 5656.) [0320/R

LA SALLE

£385.—1939 La Salle Roadmaster sedan, superbly maintained in most beautiful order, radio, heater, list this country to-day near £3,200; delivered free U.K.—Holden Automotive & Marine Co., Ltd., Shipbuilders, Yarmouth, I.o.W. Tel. 384. [9474

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1949 Lea-Francis 14hp saloon, fitted heater, radio, special export model; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6905. [C2040

1951 Lea-Francis 14/70 streamline sports saloon, 4,000 miles; £1,075.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Eus. 6611. [C2025

1948 Lea-Francis 14hp saloon, radio, etc., excellent throughout; £695.—Colin Haines, Ltd., 50a, Bourdon St., W.1. Mayfair 2358. [C2030

£450 !!! 1947 14hp Lea-Francis saloon, reconditioned engine, perfect condition, original cost £1,960.—A.Z. Motors, Paimerston Rd., N.W.6. Mal. 4723. [C1011

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis, London and Home Counties, offer the following cars which represent exceptional value and which have all been serviced and carry a 3 months' written guarantee:—

1951 Lea-Francis 14hp saloon, maroon, heater, screenwash, one owner, 15,000 miles, in excellent order, full history available, guaranteed; £925.

1951 Lea-Francis 2½-litre 2/4-seater sports; this was actual Show car in 1951, specially finished cream with red leather, genuine 2,000 miles only, one owner, brakes modified to hydraulic, specimen car; £1,175.

1949 Lea-Francis 14hp sports 2-seater, maroon, at present undergoing complete checkover, written guarantee; £525.

NEW but shopsoiled, one only, 14hp saloon; this is not a demonstration model and carries full maker's guarantee; £1,494 (£264 under list price).

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

1950 2½-litre sports, carefully maintained, many extras, special gear box with close ratios, heater, special rear suspension, modified hood and windows, polished head and ports; nearest offer £1,000.—Edwards, Rutland House, Bicester. Tel. 301. [9423

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

LINCOLN

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

1950 (July) Lincoln Cosmopolitan 4-door saloon, colour dark blue, Hydramatic drive, low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4856. [C4028

LINCOLN-ZEPHYR

NOEL ROSCOE offers:—

1939 Lincoln-Zephyr 56hp 4-door convertible, completely overhauled, in immaculate condition, radio and heater; £595.—High Rd., Byfleet, Surrey. Tel. 270 [C3062

MERCEDES

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1936 Type 500K cabriolet B, right-hand steering, black and grey with red leather in first-class condition.—Victoria 8715. [C3008

MERCEDES-BENZ 500K drop head coupe 4-seater, finished immaculate black with really beautiful red leather interior with carpets to match, this car was fitted with Perkins P.6 diesel engine in 1951 and is literally as new throughout and is registered in 1951, genuine 55 to 40mpg and 70mph, fitted 4-speed manual gear box with overdrive, all genuine Bosch lighting and starting, new Exide heavy-duty battery, almost all new tyres with 2 spares, taxed for the year, this is a really thoroughbred car, without doubt one of the finest examples offered; £575.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester. Tel. Pen. 3457. [C3000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MERCEDES-BENZ

£965 !!!—540K Mercedes-Benz supercharged drop head foursome coupe, registered 1945, immaculate specimen of this very rare series.—CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [3165

MERCURY

OCT., 1951, Mercury 4-door saloon, radio and heater, very low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

MERCURY 1948 2-door saloon, 44,000, radio, heater, Tygan covers, L.H.D., clean; £475 to complete exchange transaction.—Petersfield Garages, 1357, Stratford Rd., Birmingham. Springfield 1848. [9774

M.G.

PC

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.C 2-seater roadster, 1946, £325; M.G. T.C. 2-seater roadster, 1948, £345.

M.G. T.A. 10hp 2-seater, 1938, £285; M.G. T.B. 11hp 2-seater, 1939, £325.

M.G. T.A. 10hp 2-seater, 1939, £265; M.G. P.B. 9hp 4-seater, 1936, £245.

M.G. P.A. 8hp 2-seater, 1935, £245; M.G. 12hp Magnette 2-seater, 1936, £195.

M.G. J.2 8hp 2-seater, 1933, £165; M.G. J.2 8hp 2-seater, 1934, £185.

M.G. 12hp K.2 2-seater, 1934, £195; M.G. 12hp 4-seater, 1932, £95.

M.G. V.A. 1½-litre saloon, 1937, £265; M.G. 2-litre d/h. foursome, 1938, £245.

M.G. 2-litre Charlesworth tourer, 1937, £265; M.G. 1½hp 2-litre sports saloon, 1938, £195.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841, or 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [C3041

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1947 M.G. T.C. roadster, absolutely as new throughout, maintained regardless of cost, open to any inspection, immaculate black cellulose with green leather upholstery, five nearly new tyres, new battery, spot lights, etc.; 410gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

B. J. HUNTER, Ltd., offer:—

1953 M.G. T.D.II, over £100 worth of extras, 2,000 miles only; £850.

1952 M.G. T.D. 2-seater, innumerable extras, really as new; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1½-litre saloon, black, 15,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

SLOCOMBE'S, Ltd., Willesden 4869.

PLEASE turn to our announcement under "Sports Cars," we offer several cars with guarantees and insured H.P. terms if so desired. A.A./R.A.C. inspection welcomed on any of our cars.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

PARADE MOTORS (MITCHAM) offer:—

1947 M.G. T.C., black with red upholstery, a really perfect specimen of this type of car; £395.

1939 M.G. T.A. drop head Tickford, black and red, new hood, good tyres, taxed; £320.

1939 T.A. 2-seater, black and blue, very good condition throughout; £299.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

1952 M.G. 1¼ saloon, under 5,000 miles; £795.

J. JAMES (LONDON), Ltd., 55, Pall Mall, S.W.1. Tra. 7311. [9689

BROOKLANDS.—Individuality, new and used cars.

1952 M.G. T.D. sports 2-seater, supercharged, 7,000 miles, many extras.

103 New Bond St. London W.1. Mayfair 8351-6. [C1029

1938 (Sept.) 2-litre 4-seater coupe, good condition; £185.—Colindale 4894. [9645

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481/2, offer:—

1939 (Feb.) M.G. 2.6-litre saloon, black, beige leather, excellent order; £350. [C1001

P TYPE, excellent throughout; offers over £200.—Gledhill, 31, Westbrook Drive, Chesterfield. [9895

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—108, London Rd., Kingston. Tel. Kin. 3348. [0082/R

M.G. T.D. model, September, 1951, ivory/red, 5,000 miles, one owner.—Tel. Gipsy Hill 4683. [9758

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0390/R

M.G.

1949 M.G. T.C. 2-seater, magnificent condition.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1939 2-litre open 4-seater, almost as brand new, stored for years, trivial mileage.—Speedsters, Ltd.

1938 1½-litre drop head, £200 reconditioned, bills shown, beautiful specimen.—Speedsters, Ltd.

1939 T.A. drop head 2-seater coupe, extensively reconditioned.—Speedsters, Ltd. (see "Sports Car" column). [C4030

1946 M.G. T.C. 2-seater, in nice condition, with extras; £395.—Wray Park Garages, Reigate 2263. [9665

NAYLOR & ROOT.—1952 M.G. T.D. 2-seater, green, beige hide, low mileage, attractive; £725; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

V.A. 1½-litre, recent £100 overhaul, interior and exterior unmarked, mechanically excellent; sacrifice, £325.—Box 6037. [9485

1939 40 M.G. 2.6-litre drop head coupe; guaranteed; £350; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651.

1951 (June) M.G. 1¼-litre sun saloon, bronze, beige leather, 17,000 miles, pass light, in beautiful condition throughout, one owner; £695.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1950 (Dec.) M.G. 1¼ saloon, engineer owned, £100 extra equipment, mileage 10,000; £725.—Rogers Garage, Wellesley Ave., W.6. Riverside 2644-5. [C3054

425 gns.—M.G. Midget, December 1949, 11hp T.C. 2-seater, metallic blue, fawn leather, excellent condition; choice of 6 T.C.s; terms, exchanges.—Rowland Smith, below.

89 gns.—M.G. Midget, 1931 (reg. 1932) 8hp 2-seater, rear tank; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1939 M.G. 2-litre saloon, in magnificient condition throughout, coachwork unmarked, almost new tyres; £325 or would consider a smaller car in part exchange.—Tideway 1051 after 7. [C4042

1950 M.G. T.D. 2-seater, red and chromium with red leather, fog lamp, radio, luggage grid, a really delightful example of immaculate appearance; written guarantee; £598; terms, exchanges.—Below.

1949 (September) M.G. T.C. 2-seater, black and chromium with fawn leather, H.M.V. press-button radio, chrome luggage grid, a really immaculate low-mileage car, recommended with confidence; £525; written guarantee; terms; exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Langham 0012. [C2005

JACK ROSE, Ltd., offer 1951 (July) M.G. T.D., absolutely as brand new, many extras, accept £635; also 1947 T.C. 2-seater, in excellent condition, £395; several others in stock.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1951 (Oct.) M.G. 1¼ saloon, bronze with red leather, one owner, fitted heater, guaranteed 13,000 mls., looks 5,000 mls., as new; £725.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9825

1939 series M.G. 2-litre sports saloon, sliding roof, black with excellent red leather upholstery, good bodywork and tyres, many extras include excellent Philco radio, built-in Jackall system, Notek pass-lamp, twin Meliotone chrome horns, wing mirror, etc.; £255.—Garage Service Co., Ltd., 1061, Finchley Rd., (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

1950 (November) 1¼ saloon, extras, Windtones, head lamps, loose covers, Rimbellishers, demister, etc. (a value £30; sole owner, 19,000 miles; internal/external appearance and mechanical condition considered better than when new; inspection within reasonable radius London; cash £660 or consider exchange Minx saloon in similar perfect condition.—See Hillman Wanted column, Box 6123. [9685

1952 M.G. T.D. 2-seater, sun-bronze with red upholstery, in absolutely immaculate and as new condition, all-over tonneau, fog lamp, badge bar, 12 items other extras, low mileage and faultless condition; £675 or sensible offer, prefer to exchange for saloon, A40, A70 or any other considered, cash adjustment either way, hire purchase could be arranged.—Gordon Mackintosh, 80, Kingsbury Road, London, N.W.9. Col. 7542. [9920

M.G. Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase M.G. Cars.—520, Euston Rd., N.W.1. Euston 1212. [0966/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948/R

M.G. in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

M.G. 1¼ saloon or 2-str. wanted.—Bowles, 2, Elm Park Court, Pinner. Tel. 360. [9748

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 5104. [0696/R

PERFORMANCE CARS urgently require M.G.'s.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

URGENTLY required, 1947-51 M.G. 1¼ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1286

H. F. EDWARDS urgently require good M.G. for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

CARR BROS. GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6678/9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6393); Airways Garage, opp. London Airport (Hou. 4606); or Head Office, Purley, Surrey (Uplands 4812-3). [W1041

M.G. Spares and Service

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [83041/R

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [9486

HAMMERSMITH.—Repairs, service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [83054

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7 Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. Spares, most parts in stock for all models, 1950 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, load springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3065. [0435/R

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette, exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0549/R

MORGAN

SLOCOMBE'S, Ltd., Willesden 4869.

PLEASE turn to our announcement under "Sports Cars," we offer several cars with guarantees and insured H.P. terms if so desired. A.A./R.A.C. inspection welcomed on any of our cars.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

SALE, 1937 Morgan 4/4 2-seater; £225.—Law, 20, Boys Lane, Cadley, Preston, Lancs. [9796

1950 Morgan 4/4 10hp sports 2-str, 2 spares, 15,000 miles, as new; £425.—Welhams, Surbiton Hill Road, Surbiton, Surrey. [9143

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949/R

SLOCOMBES, Ltd., The Morgan People.

WE urgently require to purchase all models Morgan cars.

WRITE, call or 'phone.

38/52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [W4017

MORGAN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0729/R

MORRIS MINOR

CAR MART, Ltd.

1952 Morris Minor tourer, 2-door, 3,000 miles; £545.

1951 Morris Minor tourer, 2-door, 10,000 miles; £515.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

BOON & PORTER, Ltd.

1951 Minor, blue with beige upholstery, 25,000 miles, excellent; £495.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

G. W. WILKIN, Ltd., offer:—

1949 Morris Minor saloon, undersealed, excellent condition throughout; £475.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

WARWICK WRIGHT, Ltd., offer:—

1952 Morris Minor convertible, green, 2,000 miles; £575.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CM.I. CAR SALES (Pri. 6623) offer:—

1950 Morris Minor saloon, one owner; £495.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1952 Morris Minor sln., blue grey, as new; £575.—Below.

1950 Morris Minor sln., dark green, spotless; £500.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4015

£495 !!!—February, 1951, Morris Minor, beige, very carefully used and maintained by fastidious owner.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1950 Morris Minor tourer, black, 23,000 miles, excellent condition, heater, new battery, brakes relined; £425.—Dorking 75166. [9849

1952 2-door saloon, 9,000 miles, perfect condition; £530.—Write, Cockcraft, Branksome Park Rd., Camberley, Surrey. [9785

1952 Morris Minor 4-door saloon, low mileage, almost indistinguishable from new.—Pantiles Service Garage, London Rd., Guildford 5326. [C3055

1949 (Sept.) Morris Minor saloon, green, excellent condition; £425.—S. F. Erskine & Sons, Ltd., 24, Commercial Rd., Woking. Tel. Woking 330. [9285

1950 Morris Minor tourer, immaculate condition; £425.—Silverthorne Motors Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288 or Euston 7811. [C4011

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, beige, low mileage, one owner; £495.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1952 (August) Morris Minor tourer, grey, Ace Rimbellishers, 2,250 mil-s genuine, unscratched, showroom condition, best offer.—Smith, 99, Kimbolton Rd., Bedford. [9880

1951 Morris Minor tourer, green/beige interior, moderate mileage, one owner, taxed; £475.—Miles Motors, 60, High St., Uxbridge. Tel. Uxbridge 125 or 2967. [9877

NAYLOR & ROOT.—1950 Morris Minor saloon, black, fawn, low mileage, attractive and economical; £475; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

525 gns.—Morris Minor, 1951, tourer, black, heater, one careful owner, 5,000 miles, good tyres, original spare unused, practically new condition, taxed; terms, exchanges.—Rowland Smith, below.

465 gns.—Morris Minor, 1950 (registered 1951) tourer, black, one careful owner, small mileage, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

450 gns.—Morris Minor, 1949 (registered 1950) saloon, black, one owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1951 (February) Morris Minor tourer, black with beige upholstery, one owner, small mileage, almost unmarked; written guarantee; £495; terms; exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002

1952 (April) Morris Minor convertible, Romain green with beige leather upholstery, carefully used, 16,000 miles, one owner car, fitted with twin Windtone horns, etc., practically as new throughout; £545.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

PRIDE & CLARKE, Ltd.—1952 Morris Minor saloon, green/beige, 5,000 miles, one owner, as new, £569; 1952 tourer, black/red, 11,000 miles, one owner, radio, £539; 1951 tourer, green/beige, 19,000 miles, one owner, £489; 1951 (Dec.) saloons, black/red, 13,000 miles, one owner, choice three from £519; 1950 saloon, grey/beige, 13,000 miles, loose covers, one owner, £499; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320 Euston Rd., N.W.1. Euston 1212. [0716/R

£300 offered for rough Morris Minor saloon, not accident damaged.—Box 5755. [9118

I REQUIRE low mileage Minor.—30, Ryecroft Road, S.W.16. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0383/R

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Morris Minor.—May. 3051. [W3043

WANTED, privately, Morris Minor, about £375; particulars to—Hockley, 57, Maswell Park Crescent, Hounslow, Middx. [9795

CARR BROS. GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6678/9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6393); Airways Garage, opp. London Airport (Hou. 4606); or Head Office, Purley, Surrey (Uplands 4812-3). [W1041

MORRIS EIGHT

ELITE MOTORS offer:—

1939 Morris 8 series E 4-seater tourer, black/red, loose covers fitted with £75 of extras including Philips push-button radio, twin Windtone horns, spot, parking, reversing and twin tail lamps, etc.; £525.—ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

1946 Morris 8 Series E, engine has been changed; £510.—Below.

1948 Morris 8 (October), beautiful order; £375.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1938 Morris 8 de luxe saloon, excellent condition; £175.—Below.

1936 Morris 8 de luxe saloon, in exceptional condition throughout; £165.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3009

S.G.A. MOTORS, Morris 8 specialists, offer the following selected cars:—

1938 Morris 8 4-door sal., in superb condition throughout; £210.

1938 Morris 8 4-seater tourer, good condition throughout, excellent performance; £185.

1937 Morris 8 2-door sal., excellent condition; £165.

OTHER good selected Morris 8 saloons and tourers always in stock, hire purchase and exchanges, open 9-6.30 Monday to Saturday inclusive or any time by appointment.—S.G.A. Motors, 14, Atherstone Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Road Tube). Western 3208. [C4065

1939 Morris 8 series E sunshine saloon; £260.—11, Cornwall Rd., Felixstowe. [9906

MORRIS 8 1936 4-door saloon, reconditioned engine, good condition; £130.—Tel. Wem. 1839. [9835

1936 Morris 8 2-door saloon, fitted with new engine original condition throughout; £195.—TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [C4030

£225—1938 Morris 8 4-seater tourer, one owner, reconditioned engine, immaculate condition.—Below.

£225—1938 Morris 8 4-door de luxe saloon, one owner, taxed for year, reconditioned engine; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/1

1948 Morris 8 grey/black, new engine, radio, Windtones, cigarette lighter and other extras, perfect condition; £420.—Mill Hill 5491. [9178

£130—1935 Morris 8 Series I de luxe saloon, good runner and tyres, £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MORRIS EIGHT

325 gns.—Morris 8, 1946 de luxe saloon, black, sliding head, brown leather, one owner, unworn spare, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Morris 8, 1938 de luxe saloon, blue, sliding head, leather upholstery, very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Morris 8, late 1938 tourer, black, good condition taxed; terms, exchanges.—Rowland Smith, below.

145 gns.—Morris 8, 1935 de luxe 4-door saloon, blue, sliding head, blue leather, very good condition; choice of 12 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MORRIS 8 1938 2-door saloon, recellulosed, loose covers and carpets, two new tyres, reconditioned series E engine, 40 m.p.g.; offers near £220 invited.—Guildford 67053. [9677

1936 Morris 8 2-seater, fully equipped with new hood, side curtains, etc.; £125; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1948 Morris 8 4-door saloon, green and black, 12,000 miles, a genuine car in specimen condition.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1947 Morris 8 4-door saloon, sun roof, black with brown leather, one previous owner, very well maintained throughout, part exchanges or deferred terms.—Auto Sales (London), 59-65, Belsize Rd., N.W.6. Maida Vale 5555/2155. [9850

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976/R

MORRIS 8 wanted for cash.—St. Albans 2050. [W2012

1936 Morris 8 tourer required, condition immaterial, must be reasonable price.

THE FORGE GARAGE (PETERSHAM) Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [W2011

REQUIRED immediately, good Morris 8.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

MORRIS 8 saloons and tourers urgently required.—Full details to the Morris 8 specialists, S.G.A. Motors, 14, Atherstone Mews, Cromwell Rd., S.W.7. Western 3208. [W4065

MORRIS TEN

1946 Morris 10 saloon, black/brown leather, superb condition bodily and mechanically, one previous owner; £395.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755 [C2025

1947 model Morris 10 saloon, good condition throughout; £360.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770 [C4062

MORRIS 10hp 1935 saloon, engine recently reasleeved, new king pins, carburettor, silencer, horn, brake linings, Banham locks, good tyres; £125 or nearest.—Donevan, 66, Pope Rd., Bromley, Kent. [9815

1947 (February) Morris 10 4-door sliding roof saloon with rounded radiator grill and sprung steering wheel, black with brown leather upholstery, carefully used one owner car; £395.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham 6041 [0977/R

MORRIS 10 wanted for cash.—St. Albans 2050. [W2012

WHY accept less for your Morris 10hp saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

MORRIS TWELVE

£135—1936 model series II Morris 12 f/h coupe, only wants seeing.—Box 6117. [9892

1939 Morris 12 saloon, excellent, guaranteed; £240; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro 1319. [C4058

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0978/R

MORRIS OXFORD

H. BEART & Co., Ltd., offer:—

1951 Morris Oxford saloon, the property of one owner since new, genuine 11,000 miles and outstanding value at £645.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

H. A. SAUNDERS, Ltd., offer:—

1952 Morris Oxford saloon, black with red upholstery, recorded mileage 2,400; £735.

836—842, High Rd., N.12. Hillside 0024. [C2027

TOM GARNER, Ltd., offer:—

1953 Series Morris Oxford saloon, grey with red upholstery, radio, taxed, 2,000 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

CHARLES FOLLETT, Ltd., offer:—

1951 Morris Oxford sal., black, red leather, one owner, H.M.V. radio, heater, loose covers, full serviced and guaranteed 3 months, really superb condition; £665.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

MORRIS OXFORD

SLOCOMBES, Ltd. Willesden 4869.

1951 June, export model, Oxford in stone with beige interior, 12,000, fitted several extras, including heater; this car is immaculate and has been inspected by the A.A.; price £625 or insured h.p. terms, write, call or 'phone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Oxford saloon, taxed year, immaculate condition, £635.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1951 Morris Oxford, fitted heater, spot lamp, etc., green, £645.—Cranmore, Ltd. Tel. Potters Bar 2040. [C1062

1951 Morris Oxford, 15,000 miles; £625.—E. F. S. Motors, Kingston-By-Pass, Esher. Tel. Emberbrook 5000 [C2004

1951 (June) Morris Oxford saloon, black, brown leather (Dunlopillo), heater, 13,000 miles, practically unmarked; 6 months' guarantee; £645.

W. J. BROWN, Ltd., established over 30 years.

339, Finch'ey Rd., N.W.3. Hampstead 4414. [C1025

1951 Morris Oxford, 12,000 miles, one owner and absolutely as new; £625.—Blue Star Garages, Ltd., 364, Kensington High St., W.14. Western 9951. [9160

900 miles.—1953 Oxford saloon, colour grey, unmarked.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1951 Morris Oxford saloon, green, green leather, loose covers, heater, one owner and genuine 17,500 miles; £575.—Tel. Thanet (Kent) 61551 (evenings). [9799

1952 (Sept.) Morris Oxford saloon, 1,500 miles only, condition as new throughout; £725, 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

TANKARD & SMITH, Ltd., offer 1951 Morris Oxford saloon, black, fitted heater, recorded mileage 14,000, whole car absolutely unmarked; £650.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

KENTISH & THOMSON, Ltd.—1951 (April) Morris Oxford saloon, black with brown leather, one owner, 15,000 miles, excellent order throughout; £635.—564, Wickham Rd., Croydon. Springpark 3477. [C2047

1952 (April) Morris Oxford saloon, blue with blue upholstery, heater, a low mileage one-owner car, absolutely immaculate condition; written guarantee; £695; terms, exchanges.—H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [C2059

Morris Oxford Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3454. [0717/R

NEARLY new Morris Oxford required; private owner. Box 6127. [9885

I REQUIRE low mileage Oxford.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham 6041 [0384/R

£650 cash waiting for best Morris Oxford or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MORRIS SIX

TANKARD & SMITH, Ltd., offer 1949 Morris Six saloon (reg. Dec.), black with brown upholstery, one owner, speedometer reading 20,000, fitted heater, showroom condition; £575, 3 months' written guarantee; also 200 guaranteed used cars of all makes.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Morris Six Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3454 [0675/R

1950-51 Morris Six required, under 20,000 miles preferred.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643 [W2057

MORRIS MISCELLANEOUS

ARCHIE SIMONS & Co., Ltd.—1951 Morris Minor tourer, colour black, 8,000 miles only, one owner, the whole car almost as new; £485.

1945 Morris 10 saloon, two-tone grey, excellent mechanical condition, extremely attractive car in every way; £515.—94, Gt. Portland St., W.1. Lan. 1345. [C4015

Morris Miscellaneous Cars Wanted

R S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0979/R

SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Morris cars.—38/52, Dudden Hill Lane, N.W.10. [W4017

MORRIS in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767 [0824/R

HATTONS will buy post-war Morris models, distance no object.—Lord St., Southport. Tel. 2268 [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 5000. Seven Sisters Rd., Tottenham, N.15 [0998/R

MORRIS.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay. 4274. [W4052

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service immediately available in the West End.

MORRIS & Co., Cleveland Garage, Cleveland St., W.1. Tel. Mus. 1952/8574 [0342/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Spares and Service

HAMMERSMITH.—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [8304

NASH

SIMPSON'S MOTORS offer:—

RHD 1951 model Nash Statesman 4-door saloon, radio, heater, seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-3903. [C4015

OLDSMOBILE

1938 Oldsmobile drop head coupe, recellulosed and overhauled, heater, radio; £295.

1939 Oldsmobile saloon, loose covers, heater, radio, superb condition throughout; £425.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1947 Oldsmobile saloon, beautiful condition, one owner; unrepeatable value, £575!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1937 Oldsmobile Straight 8 saloon, black, one owner, in perfect original condition throughout, radio, heater, windscreen washers, in every way a specimen car; £425.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

OLDSMOBILE main dealers for London Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600), Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd. are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLIEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

METCALFE AND MUNDY, Ltd., will buy your Oldsmobile car.—280, Brompton Rd., S.W.5. Fremantle 5471. [W3064

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

195 gns.—Opel Cadet, 1936 (registered 1940), Master series 4-door saloon, black, o.f.s., very good condition, taxed; terms, exchanges.—Rowland Smith, below.

125 gns.—Opel Cadet, 1937, saloon, black, very good condition, taxed; choice of four Opels; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

OPEL 12hp saloon, 1937, 54,000 miles, 35mpg, first-class order, two owners, any inspection; exchange larger d/h. coupe, or sell £120; no dealers.—Kensington 7080, extension 223. [9951

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4044. [0526/R

Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980/R

Opel Spares and Service

REPAIRS.—Reconditioned guaranteed engines, gear boxes, suspensions, spares, mudguards.—Tarrant & Frazer, Ltd., 19, Winchester Mews, N.W.3. Prim. 2647. [0240

PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd., PACKARD Sole Concessionnaires, offer:—

A SELECTION of low-mileage post-war Packard cars; also thoroughly reconditioned pre-war Packards.

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0282/R

1936 Packard de luxe, black, in first-class cond. and appearance; offers; can be seen—20, Oxford Mews, W.2. Pad. 8798. [9933

LATE Packard, r.h.d., 4-door saloon, 23,000 miles, one owner; £1,500.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 Packard 6-cylinder saloon, 23,000 miles, radio, heater, covers, most beautiful condition; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Wes. 6015. [C4036

1938 (1st regd. 14/4/38) Packard Super 8 de luxe saloon, 8-cyl., 32.5hp, 9-bearing crankshaft engine, colour black with interior fitted maroon cushion covers costing over £20; £12/10 per annum road tax; this elegant and beautiful car has just been thoroughly overhauled inc. bodywork and chassis, viz.: engine taken out of chassis, completely dismantled, all assemblies renewed and repaired where necessary, incl. crankshaft, main and big-end bearings, valves, valve springs, pistons, small-end bushes, gudgeon pins, bedding in all bearings, new gaskets and packings; chassis; dismantling front axle, fitting new king pins and bushes, track rod ends, relining brakes, fitting new brake cables, new Jackall unit, new exhaust/silencer assembly, petrol tank and all fuel lines checked and renewed where necessary, shock absorbers and road springs checked and tested, all electrical equipment inspected, tyres nearly new inc. 2 new ones, woodwork all French polished; total cost of this work £334/13/10; car is fitted with many extras inc. twin spots, Marchal headlamps, heater and radio, twin rearview mirrors, trafficators, spacious luggage boot and exterior carrier, chrome wheel finishers; we would mention that this vehicle has run only 90 miles since the above work was carried out in our service station; a real opportunity to procure a car of this famous name; £495.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795. [9719

PACKARD

1947 Packard Clipper 2-door sedan, right-hand drive, radio, heater, etc.; £795.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

PACKARD Super 8 7-seater limousine, late 1936, black, with cloth interior, new tyres, taxed private, whole car in outstanding condition, looks and runs like 1939 model; £345; H.P. available.—Tudor 5394. [9666

1949 Packard Super 8 right-hand drive 8-seater limousine, nearly new; £1,975, terms, exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

Packard Cars Wanted

LEONARD WILLIAMS & Co. (1940), Ltd., PACKARD Sole Concessionnaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., buyers of Packard.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981/R

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionnaires.

RECONDITIONED stripped engines available for most models.

PACKARD Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [84028

PLYMOUTH

SIMPSON'S MOTORS offer:—

1949 Plymouth 4-door saloon, fitted heater, seat covers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

1948 Plymouth 4-door sedan, black, faultless condition; £595.—Mervyn Austin, 167, Park West, W.2. Paddington 1280. [8701

PONTIAC

SIMPSON'S MOTORS offer:—

RHD 1949 Pontiac saloon, radio, heater, all extras.

1951 Pontiac saloon, radio, heater, seat covers, extras, low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

1948 Pontiac six-cylinder saloon, immaculate cellulose in battleship grey, interior without blemish, heater, radio, 32,000 miles, 23mpg, a particularly fine specimen; £750.

1950 Pontiac 8-cylinder Silver Streak de luxe saloon, 23,000 miles, heater, radio and all extras.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Pontiac Cars Wanted

METCALFE AND MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. Concessionnaires, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

PORSCHE Sole Concessionnaires, Great Britain, offer full servicing facilities.—Tel. Ripley 2361. See "New Car Section." [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R

MR. PETER BELL wishes to dispose of his 2-litre H.R.G.; this is the car that holds Continental Hill Climb records, etc.—Details from Mr. G. Boyle, 225, Cambridge Rd., Ellesmere Port, Cheshire. [9711

RAILTON

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8659 (night Bayswater 6753).—All models available and wanted. [5778

1937 Railton limousine, one private owner, most attractive condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—24, North Side, Wandsworth Common, S.W.18. Vandyke 5181. [0335/R

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

RICHARDS & CARR always best value.

1952 de luxe 750cc saloon, new condition; £625.

1951 (September) de luxe 750cc saloon, ex-Prince Chula, faultless, virtually unmarked, dark blue; £545.

1951 saloon, 760cc, good condition throughout; £490.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

RENAULT

£485 1951 Renault 750 saloon, bronze, beige upholstery, one owner, 21,000 miles.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1875, offer:—

1950 (Aug.) 760 saloon, from £480, 10,000 miles.

1949 8.3hp 4-door saloons; from £365 to £395.

1939 12hp saloon de luxe, black; £250. [0126/R

1950 Renault 760 de luxe saloon, spare wheel unused, 9,000 miles, fitted heater, £45 radio, roof rack; nearest £510.—Bryne, Gosberton, Lincs. [9698

1951 (April) Renault de luxe 750cc saloon, golden beige with red leather upholstery, one private owner, 12,000 miles only; £525.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982/R

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [0127/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

DICKS.

1940 Riley 1½-litre saloon, very roomy and fast car; £355.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

BOON & PORTER, Ltd.

RILEY Distributors

1950 (December '49) 2½-litre saloon, black, 29,000 miles, recent overhaul; £795.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

1949 Riley 1½-litre saloon; £795.

1952 Riley 2½-litre saloon, as new; £1,350.

GORDON CARS (LONDON), Ltd., Gordon Hse., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

MAYFAIR COUNTRY CARS offer:—

1950 saloon 2¼, superb condition, one owner; £785; terms; exchanges.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3006

MANN EGERTON & Co., Ltd., offer:—

1952 Riley 1½-litre saloon, black with green leather upholstery, 8,000 miles; £1,125.

14 Berkeley St., London, W.1. Regent 2073. [C2006

GUY SALMON AUTOMOBILES offer:—

1952 Riley 1½-litre saloon, colour black, green leather, 3,000 miles, one owner, as as new example of one of these rare models; £1,175.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

DAGENHAM MOTORS, Ltd. offer the following car:—

1951 Riley 1½-litre, maroon/hide, 15,000; £1,025.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388, and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

CLARKE & SIMPSON, Ltd. (Riley Sales & Service), offer:—

1953 (new) 1½ saloon, grey/red leather; £1,339.

1950 (Jan.) 1½ saloon, red/red leather, 22,000 miles, one owner; £825.

1949 (Nov.) 1½ saloon, bronze/red leather, 25,000 miles, heater; £745.

1948 (Aug.) 1½ saloon Autumn red, 20,000 miles, one owner; £695.

1947 (Sept.) 2½ saloon, green/green leather, radio, heater, loose covers; £625.

73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

1952 1½-litre Riley saloon, 6,000 miles, colour green; £1,125.

1952 1½-litre Riley saloon, colour black, fitted heater, radio; £1,050.

RILEY CARS, 55, Pall Mall, S.W.1. Tra. 7311. [9690

1935 Riley 12/4 Falcon, clean and well maintained; £165.—Tel. Penarth 465. [9755

1947 Riley 1½-litre saloon, black with green leather, very carefully used; £635.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4005

1950 Riley 1½-litre, bronze, red leather, radio, heater, low mileage; £825.

RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C5052

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

1947 Riley 1½-litre saloon, splendid condition.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5346. [0079/R

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C3041/R

JUNE, 1952, Riley 2½, 10,000 miles nearest offer to £1,400.—Reply to 65, East St., Bristol, 3. Tel. 64728. [9776

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

£185—1936 Riley 12 saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1936 Riley 12/4 Merlin sal., good appearance, tyres, bat. sound; £169.—Tel. Tul. 5370. 10, Lesser Ave., London S.W.4. [9504

£525—Riley 1½-litre 1946 4-dr. sports sln., sliding roof, excellent cellulose, good performance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1950 (May) Riley 1½-litre saloon, black, with beige leather, fitted H.M.V. radio, one owner, low mileage, as new; £825.—Below.

1947 (April) Riley 1½-litre saloon, black with green leather, fitted heater, perfect throughout; £575.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9824

1947 Riley 1½-litre saloon, black, brown leather, spotless condition; £585.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [9722

THE RILEY CENTRE, at 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Sq. Tube). Sloane 8326. Offer the following selected Rileys:—

£265—1937 Monaco 6-light sports saloon, special series engine was renewed at a cost of over £120, as also the coachwork, bills available.

£150—1934 Monaco, very nice condition and recommended.

£145—1933 Monaco, another nice one and again good value.

£115—1932 Monaco, excellent condition, lots of money spent by last enthusiast owner.

GOOD Rileys always in stock, from £55, and urgently wanted to purchase. [C3069

1937 1½-litre Lynx Sprite 4-seater tourer, in sound mechanical condition; £275.—John McBain & Son, Ltd., Engineers, Chirnside 351. [9651

RILEY coupe, 2½, black, red leather, low mileage, first registered May, 1950; £875; private owner.—W. P. Agace, Gooserye, Worplesdon, Surrey. [9928

RILEY 2½-litre, first registered October 7th, 1949, 3-str. roadster, mileage 13,900, condition as new.—Wells' Garage, College Town, Camberley, Surrey. [9782

1947 Riley 1½ saloon, black, recellulosed, engine and transmission rebuilt, in superb condition, maintained regardless cost £650.—Box 6062. [9836

2½-litre Riley saloon, November '51, green, heater, magnificent condition; £995.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [9874

1952 Riley 1½-litre saloon, excellent condition, red with red leather upholstery, wireless, 4,000 miles; £1,200.—Coucher, 25, Melcombe Court, Dorset Square, N.W.1. Pad. 7502. [9674

1949 2½ Riley saloon, radio, heater, screen washers, Ace Rimbellishers, reversing lights, twin flame-throwers, immaculate condition, black, red leather; offers.—Box 5954. [9571

1949 Riley 1½ saloon, green, with green leather, one owner, low mileage, first-class order; seen Manchester area, terms & exchanges; £725.—Leslie, Altrincham 2486. [9657

1948 (June) 2½ Riley, black, 41,000 miles, excellent mechanical and coachwork condition, heater, 5 very good tyres, private seller; £575.—Box 6095 or Tel. Grosvenor 3254. [9858

1938 2½-litre Big Four saloon, free from the smallest marg, Bosch radio, new tyres, probably the finest example of Riley's fastest mode.—Speedsters, Ltd. (see "Sports Car" column). [C4020

CAMDEN MOTORS.—Riley 1940 Nuffield saloon, 1½-litre 12hp special mode, with genuine Sprite engine, a much coveted example of this very rare series, essentially modern in appearance with a performance which will satisfy the most ardent Riley enthusiast; £395.

CAMDEN MOTORS.—Riley 1½-litre 12hp genuine Kestrel 6-light saloon, 1937, another highly desirable model with low streamlined body styling, nicely finished in maroon, neat and tidy leather interior to match, special wheel discs, Bosche passlights, very high standard of performance; £295.

CAMDEN MOTORS.—Riley 1¼-litre saloon, 1948, maroon and black, just completely overhauled and in exceptional condition; £645.

CAMDEN MOTORS.—Riley 2½-litre saloon, 1948, black/brown leather, fitted heater and screen deicer, a one-owner car practically unblemished; £645.

CAMDEN MOTORS. Riley 2½-litre saloon, 1940, an unusually fine car mechanically with similar type engine to post-war model and over £100 bills for recent engine reconditioning, including rebore, sleeve, reground crankshaft, etc., late property knowledgeable enthusiast, delivery of new car sole reason for disposal, perhaps not one of the cheapest advertised but condition must compensate; £395.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment. Coventry Motor Mart Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

RILEY Ulster 9, ex. Bob Gerard, probably fastest in country, perfect condition, ready for season, road equipped 2nd F.T.D. Trengwainton, August, 2½ Laystall crank, 9½ to 1 comp., 4 Amals, Sprite transmission.—Towle 107, Wharf St., Leicester. Tel. Granby 158. £400. [9644

ROYS for reliable Rileys.—1938 Riley 16/4 Adelphi saloon, £295; 1937 1½ touring saloon, £275; 1937 1½ Adelphi, £250; 1935 Monaco, £175; 1934 Kestrel 9, special series engine, Scintilla mag., manual gear box, £185; all well above average condition; h.p. and exchanges.—Roys Automobiles Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

RILEY Kestrel saloon 1938, special KX series, seagreen, maintained regardless cost and in beautiful condition, mechanically recently overhauled throughout when every component reconditioned/replaced as necessary, P.100 headlamps, 6in instruments, tyres 50% worn, spare new, bills to support, taxed insured, any trial, considered best conditioned car of this type in South; owner going abroad; £450, o.n.o., terms.—Portsdown Cottage, London Rd., Widley, Portsmouth. Tel. Cosham 78669. [9670

RILEY

RILEY Sprite-Kestrel sports saloon, 1937, green and black with green leather upholstery, superb condition throughout, fitted reconditioned engine by Riley agents, new tyres, maintained by enthusiast regardless of cost; £275.—Tel. Birmingham South 3018. [9910

Riley Cars Wanted

CMT THE CAR MART., Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985/R

CYRIL SHEPPARD of Reading.

URGENTLY requires good used Rileys.—Sonning 2545. [9876

YORKSHIRE.—The Riley buyers, Barkers of Oakwood, Leeds 8. Tel. 58236/7. [0094/R

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex, Ealing 8641; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

I REQUIRE low mileage Riley 1½.—30, Ryecroft, Rd., S.W.16. Tulse Hill 2768. [W2037

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model 1½-litre Riley.—May. 5051. [W3043

CLARKE & SIMPSON, Ltd.—Best buyers of really well kept post-war Rileys.—75-79, Cadogan Lane, S.W.1. Sloane 4727. [W1048

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1285

RILEY.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4055

H. F. EDWARDS urgently require good Riley for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Riley Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd. Addiscombe 2951. [0781

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd. Forest Hill, S.E.23. Forest Hill 4244-5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

RILEY spares and service facilities at the distributors.—Coventry Motor Mart, Ltd., Whitley Showrooms, London Rd., Coventry. Tel. 2146-7. [0445

J. JAMES (LONDON) Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London N.W.5. Gul 5446. [0092/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8149

ROLLS-ROYCE

P & J PASS & JOYCE, Ltd. offer:—

40/50 Rolls-Royce Phantom II Sedanca de Ville, first of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London N.W.5. Gul 5446. [0092/R registered 5.4.35, coachwork by Park Ward, upholstery leather and Bedford cord, with two occasional seats, H.M.V built-in radio, colour dark blue and black; this car is in immaculate condition and has had one owner since new, chauffeur driven, maintained and recently overhauled by Rolls-Royce, Ltd., equipped with new Dunlop Gold Seal tyres; photograph of this exceptionally handsome car supplied upon request.—184, Gt. Portland St., W.1. Museum 1001. [C3039

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RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines) Also Bradford, Leeds and Sheffield. [0905/R

R. F. FUGGLE, Ltd.

1936 (December) 25/30hp Rolls-Royce, fitted with specially designed sedanca de ville brougham by Hooper, 2 owners, Rolls-Royce history, speedometer reading 72,000 miles; £895.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

JACK OLDING, of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers, offer early delivery of new cars with standard and special coachwork.

1948 Silver Wraith Rolls-Royce, owner-driver saloon with division, one owner, 25,000 miles; £3,250.

1939 (Nov.) Wraith owner-driver Hooper saloon, with electric division, black and beige leather and cloth; price £2,250.

1938 25-30hp owner-driver saloon with division; £1,750.

AUDLEY House, North Audley St., W.1. Mayfair 5242-3-4. [C3050

HEARSES 1938 Phantom II Deluxe 1953 partitioned 6-Bearer Coachwork, also 1937 Phantom III (genuine 30,000), 5-door 6-Bearer 1953 streamline Coachwork, exclusive equipment, illustrated brochure despatched, reasonable prices. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

ROLLS-ROYCE

CMC AR MART, Ltd

1947 Rolls-Royce Silver Wraith Special Phaeton (4-door All Weather) by Freestone & Webb, green with brown leather upholstery, guaranteed; £2,750.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1039

TAYLOR & CRAWLEY offer:—

ROLLS-ROYCE 25/30 with very low-built 4-light sports saloon by Freestone & Webb, large boot, 55,000 miles, most beautiful condition; £1,195.

ROLLS-ROYCE 25/30 owner-driver sports saloon by Freestone & Webb with disappearing division, most excellent condition with satisfactory history; £1,295.

1939 Rolls-Royce Wraith with most attractive semi-razor edged sports saloon with built-in trunk by Park Ward, radio, heater, bumpers, discs, genuine 23,000 miles, in most faultless order; £2,350.

ROLLS-ROYCE, 20, 7-passenger limousine, wonderful old car; £295.

48, Kensington Court, W.8. Wes. 6015. [C4036

MASCOT MOTORS, Ltd., offer the following:—

1937 30hp Thrupp & Maberly sports saloon.

1936 30hp Thrupp & Maberly limousine in leather.

1936 25hp Thrupp & Maberly sports saloon.

1936 25hp Hooper sports saloon with division.

1935 40/50hp Thrupp & Maberly limousine.

1933 25hp Park Ward sports saloon.

1930 25hp with 1938 semi razor edged sports saloon.

1928 20hp Windover 4-light saloon.

1926 20hp open touring 4/5-seater.

WE are anxious to purchase pre-war Rolls-Royce and Bentleys with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

1947 Rolls-Royce Silver Wraith saloon; £2,675.

1937 Rolls-Royce 25/30 Barker, 28,000; £1,275.

1937 Rolls-Royce 25/30 Hooper, 30,000; £1,575.

1937 Rolls-Royce Phantom III Windover; £1,275.

TERMS or exchanges.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4034

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1928 Phantom I sports Weyman saloon by H. J. Mulliner, black with red leather upholstery.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.1. Tel. Ken. 9477-9478. [C3055

ROLLS-ROYCE 1929 Phantom I, good runner and complete spares.—Tel. Orangewood 6042 between 6 and 7 p.m. [9943

25/30 Rolls-Royce owner-driver sports saloon with boot by Hooper, maintained at Rolls-Royce and in superlative condition.

1934 25hp Rolls-Royce Hooper 7-seater limousine, 36,000 miles only, one owner, one chauffeur.

1932 (November) 25hp Rolls-Royce 4-door owner-driver saloon (synchromesh third), one owner from new.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1949 (January) Rolls-Royce Silver Wraith utility, 20,000 miles; £2,300.—Below.

1937 (February) Rolls-Royce Phantom III 7-seater sedanca limousine, face-forward occasional seats, exceptional record, £850.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3028

20HP drop head foursome coupe, January 1929, attractive body, 6.00×19 tyres, this is not a replica, private owner; £465.—Box 6078. [9767

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-5), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [6057

OWNER-DRIVER 1937 Phantom III Saloon, partitioned Hooper, boot, exceptional order, £895. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/3

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines, at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [8725

ROLLS-ROYCE 25hp. coachwork by H. J. Mulliner, radio, heater, bodywork first-class condition, exceptional order, mileage 38,000; £950; private owner.—W. P. Agace, Gooserye, Worplesdon, Surrey. [9927

1939 Rolls Wraith 7-passenger limousine by Park Ward, finished black with fawn cloth to rear, 11,400 miles only, original condition; £1,975.—Brastone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

ROLLS-ROYCE PII Owen Sedanca foursome drop head coupe by Gurney Nutting, HY ride control series, well maintained, two owners; £775.—Frank Dale, 27, Hereford Square, Kensington, S.W.7. Fremantle 3789. [C1067

PHANTOM II, private owner wishes dispose his 1934-35 owner-driver saloon, superb streamline body by Gurney Nutting, 4-wheel jacks, one-shot lubrication, faultless condition; photo on request; £975.—Box 6081. [9781

VINTAGE AUTOS.—We specialise in the older type Rolls; always a good selection at competitive prices; we urgently require for cash good condition Rolls of the older type.—66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

J B JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley, please write for stock list; example:—1949 (November) Silver Wraith Rolls-Royce fitted with Hooper touring limousine body finished in black with beige upholstery, mileage 54,000 in the hands of one owner, immaculate condition; price £5,750.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Tel. Gros. 6811 or May. 7444. [C1062

GUY SALMON AUTOMOBILES, offer:—

1937 Rolls-Royce 25/30 Gurney Nutting drop head tours.me coupe, very good condition; £1,395. —Portsmouth Rd., Thames Ditton. Emberorook 5551-2-3. [C4001

1935 Rolls-Royce Phantom II Continental short chassis with very modern sports saloon body by Thrupp & Maberly, mileage under 30,000; £1,175; view by appointment.—Baron Nugent, 65, Wick Hall, Hove, Sussex. Hove 32007. [C4036/1

THE SOUTHERN MOTORS Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Cillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 457. [9734

£295.—Rolls-Royce 20 1929 Mulliner owner-driver metal-panelled saloon with winding division, in outstanding good condition throughout, excellent tyres and battery, fog lamp, taxed; this is probably one of the nicest examples of this model on offer; terms, exchanges.

C N K MOTORS, 555, Finchley Rd., N.W.3. Hampstead 5712. [C1052

£645!!!—Thrupp & Maberly owner-driver Rolls Royce 20-25 saloon, 1934, quite immaculate in appearance and maintained by Rolls Royce trained staff since new, one private owner many years, used chiefly as a "town" car with a much lower mileage than usual for the year, suit discerning purchaser requiring a really good example of the world's finest car.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROLLS-ROYCE 20-25, GRW Series, recent makers' engine overhaul, fitted magnificent new 1953 shooting brake body in finest oak and mahogany, with hide and Dunlopillo bench type front, rear and occasional seats, full R.-R. equipment, Ace discs, Melotone horn, etc.; price £1,275.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

A & S display selected Rolls-Royce Limousines, moderate mileages. (Competitive prices). Ready Service. Below:

LIMOUSINES 1936/25hp Thrupp-Hooper, leather, partition, black, 7-forward, superb, £765.

LIMOUSINES 1937/30hp Thrupp also Hooper, 7-forward, partition, swept tail, reasonable mileages, black, bargain, £945.

LANDAULET 1938/30hp Barker, partitioned, 7-forward, swept tail, black, beautiful order, opportunity, £1145.

LIMOUSINE 1937 Phantom III Park Ward, partition, forward occasionals, swept tail, black, carefully maintained, mileage 55,000, wonderful order, low cost.

LIMOUSINE 1938 (mileage 35,000) Phantom III (solid tappets) Windover, partition, forward occasionals, swept tail, magnificent carriage.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street. Mayfair 2941. [C1006

Rolls-Royce Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150 Park Lane, W.1 (Corner of Piccadilly.) Grosvenor 5454 [0970/R

J. MARSHALL

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

A & S always purchase 7-passenger 25/30hp Limousines also Coupes and Saloons with boot.

A & S urgently require Phantom II private Limousines, also Phantom III sports Saloons. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984/R

ABOUT £350 offered privately for Rolls 20-30 O/D.—Write particulars Thomas, 200 Holland Rd., W.14. [9814

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3030

PHANTOM II, III, 25/30 Rolls-Royce required.—P. Medley, 10, Harewood Place, Boscombe, Bournemouth. Tel. Southbourne 43344 (evenings Southbourne 48011). [W4024

THE SOUTHERN MOTOR Co., is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [7540

VERY urgently, 1932-3 20/25 owner-driver 4 or 6-light saloon, with or without division or even sedanca; distance no object for the right car; fullest details and chassis number to The Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [81062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1 Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785. [0567

JACK OLDING, official retailers and repairers recaption in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [83030/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis, also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0064/R

ROVER 10

1937 (February) Rover 10 de luxe saloon, black with excellent blue leather upholstery, very good bodywork and mechanical condition, fitted free wheel; £245.—Garage Service Co., Ltd., 1091, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

625 gns.—Rover 10, 1947 (registered February, 1948) de luxe saloon, black, sliding head, brown leather, one careful owner, unworn tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£295.—1937 Rover 12 de luxe saloon, faultless performance, nice condition; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£395!!! 1939 Rover 12 saloon de luxe, very good history, one owner several years, excellent coachwork and identical lines to 1947 model, remarkably good performance.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1947 Rover 12 sports saloon, grey, in exceptional condition; £635.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: Molesey 6139. [C3057

1939 Rover 12 saloon, two owners, excellent condition interior as new; £365; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.) [C3055

1948 (January) Rover 12 4-light sports saloon, black with brown leather, one owner since new, just completing mechanical overhaul including reconditioned engine; £650.—Noel Bell, Putney Vale (next to K.L.G. Works), Putney 7851. [9859

ROVER 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Rover 14 sports sal.; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

LATE 1947 Rover 14, black saloon, spotless condition, heater, fitted covers; £665.—Tel. Streatham 5843. [9759

1946 Rover 14 sports saloon (Sept.), black; £495.—Egham 3105-4 or Molesey 202 after 7.30 p.m. [9922

1938 Rover 14 6-light saloon, original owner since new, excellent condition throughout, taxed December; £325.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

CAMDEN MOTORS.—Rover 14 saloon de luxe, September 1946, black/brown leather, in the hands of one careful owner, original coachwork, smooth silky engine with usual satisfying Rover performance, excellent radio (H.M.V.), good tyres all round; £545.

CAMDEN MOTORS.—Rover 14 sports saloon, 1939 model, a nice car in every respect, original cellulose only shows very slight signs of fading and only accentuates the genuine condition of the car, mechanical condition very much above average; £395.

CAMDEN MOTORS.—Rover 14 sports saloon, late 1936 model, but with similar body styling to 1939, external rear boot and late type instruments, discs, etc., outstanding performance; £245.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROVER 16

1946 Rover 16hp saloon, moderate mileage; £475.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. [C4051

245 gns.—Rover 16, 1938, de luxe saloon, metallic blue, sliding head, blue leather, Ace discs; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£275!!!—Rover 16 saloon de luxe, 1937 model but essentially modern in appearance, basically the same lines as post-war, above average condition with usual Rover refined performance, quick get-away and high maximum cruising speed.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROVER 16

£595!!!—Immaculate Rover 16 sports saloon, registered February, 1947, maroon with red hide upholstery, fitted heater, perfect mechanical condition; demonstrated anywhere; part exchange and hire purchase facilities available.—Cox's Motors, 11-15, Conduit St., Leicester. Tel. 60319. [C1059

ROVER 60 & 75

ACRES offer:—

1951 late Rover P.4 saloon, finished in pastel blue with leather upholstery to match, heater and radio and many extras, speedometer reading 17,000, undoubtedly genuine, beautifully maintained and serviced by main agents, a really exceptional car; must be a bargain at £1,095; choice of another 1950 model, in black, £950.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

BOON & PORTER, Ltd.

1949 January (1948 chassis number) six-light saloon, green, green leather, H.M.V. radio, mileage 30,000, one owner, superb condition; £795.—Casteinau, S.W.15 (By Hammersmith Bridge). Riverside 4444. [C1022

PHILIP RICKARDS, Ltd., offer:—

1952 Rover P.4 saloon, black finish, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

CHARLES FOLLETT, Ltd., offer:—

1948 Rover 75 sal., black, radio & heater, speedo, reading 18,000, really superb order, serviced and guaranteed; £615.

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1950 Rover P.4 saloon, immaculate; £975.

1948 Rover 75 saloon, excellent; £725.

GORDON CARS (LONDON), Ltd., Gordon Hse., 575, Euston Rd., N.W.1. Eus. 6611. [C2025

1948 (Sept.) Rover 75 sal., black/brown, ex. cond., heater, 26,000 miles.

1948 Rover 60 sal., black/green, radio, heater, 25,000 miles, ex. cond.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3556. [C4029

1950 Rover P4 saloon, radio, heater, plaid loose covers, a superb low-mileage car; £985.

RIPCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1950 Rover P4, one owner, just come back from Rovers, mileage approximately 18,000; £995.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [C1065

1950 Rover P4 saloon in new condition throughout; £995.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

£995—1950 Rover 75 P4 saloon, one owner, spotless.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1951 Rover P.4 saloon, black, red leather, 12,000 miles, heater, one owner, spotless condition; £1,075.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£795!!!—Magnificent Rover 75, late 1948 sports saloon, this vehicle is in specimen condition, yes we mean this! You must see it; 3 months guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CAMDEN MOTORS.—Rover 75 saloon (June, 1948), late property of provincial bank official just retired and running smaller car, low mileage specimen in very outstanding order; £695.

CAMDEN MOTORS.—Rover 75 saloon, 1949 model, in black, fitted Regency tailored seat covers, heater, Trico screenwash, extremely good order; £745.

CAMDEN MOTORS.—Rover 75 saloon, P4 model, first delivered and registered September, 1950, a really beautiful example; £975.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1952 Rover 75 P.5 saloon, radio; also 1951 (Aug.) Rover 75 P.4 saloon, both in brand new condition.—Green & Zonis, Ltd., 246-52, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1950 Rover P.4 saloon, blue and blue leather, heater, one owner, nominal mileage, indistinguishable from new; £965.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1950 Rover Rover P4 saloon, dark green with grey leather upholstery, in excellent condition throughout, one owner; £965.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton. Tel. 2991/5. [9405

ROSE & YOUNG, Ltd. offer:—1951 Rover P.4 saloon, very low mileage, immaculate condition, black with red leather; £1,065.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Rover 60 & 75 Cars Wanted

ROVER P.4 wanted, preferably under 20,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 360. [9751

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon) Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [1140

BOON & PORTER, Ltd.

1951 Land-Rover, 24,000 miles, excellent condition; £395.—Casteinau, S.W.15 (By Hammersmith Bridge). Riverside 4444 [C1022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAND-ROVER

1950 (April) Land-Rover, 12,000 miles, resprayed and new hood, A.A. inspected and reported first-class condition throughout: £385.—Cotton, 10 Gaynes Park Rd., Upminster, or Tel. Terminus 7877. [9915

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover Specialists) wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [W2059

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

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HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3346. [0080/R

Rover Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Rover cars. —150, Park Lane, W.1. Grosvenor 3434. [0971/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd. Guildford. Tel. 62907. [0242/R

I REQUIRE low mileage Rover P.4.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2057

REQUIRED immediately, good Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 1[illegible] [W2000

BLAKES, Rover agents, will purchase any Rover. —110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

£1200 cash waiting for best Rover or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

A 1952 Rover required, black preferred, private buyer, full details including date reg'd. and price to.—Advertiser, 31, Woodberry Crescent, London, N.10. [9758

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

CARR BROS. GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6676/9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6393); Airways Garage, opp. London Airport (Hou. 4606); or Head Office, Purley, Surrey (Uplands 4812-3). [W1041

Rover Spares and Service

LEIGH PARK MOTORS Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54 [0047/R

LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105 7, Longbridge Rd., Barking. Tel. Rippleway 1285 [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. [0535/R

SIMCA

BARTLETT.—1951 Simca Farina coupe, very low mileage; £1,250.—27a, Pembridge Villas, W.11. [C1013

SINGER

CAR MART, Ltd.

1951 Singer 4A.B. roadster, 13,000 miles; £550.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

1948 Singer 10 saloon; £365.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

£325.—1947 Singer 10 4-door de luxe, excellent; terms.—C.A.P. Motors, 150, Clapham Rd. Reliance 2895/6 [C1058

£495!!!—Singer SM.1500 saloon, 1950 model, fitted radio and heater and de luxe leather upholstery, nominal mileage.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

£525!!!—Superb 1951 Singer 4AB roadster, l.f.s., 14,000 miles only, whole car as new.—Cox's Motors, 11-15, Conduit St., Leicester 60319.

1951 4A.B. 9hp roadster, blue, mileage 9,100, immaculate; £495.—H. A. Saunders, Ltd., 143, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

SINGER

1950 SM 1500 saloon, pale blue, spotless condition; written guarantee; £525.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645.

1949—50 Singer 1500 4-door saloon, fitted heater, as new, small mileage, one owner, black and beige; £565.—Collons Car Sales. Tel. Maida Vale 5134/3651-2. [C1055

£450—1951 4AB Roadster, I.F.S., glass sidescreens, top overhauled, new tyres, one careful owner. —Offers to Turner, Lindisfarne, Otterburn Tce., Newcastle-on-Tyne, 2. [9894

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080 Deansgate, Manchester Deansgate 4507 [0399/R

475 gns.—Singer 9, 1951 4AB Sports Roadster, black, fawn upholstery, IFS., one careful owner, small mileage, spare unworn, exceptional condition; choice of three 4 A.B.s; terms, exchanges.—Rowland Smith, below:—

245 gns.—Singer 9, 1939 Sports Roadster, black, red leather, glass side screens, unworn spare, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [C4018

1952 (May) Singer 4AB 9hp roadster, black, genuine 51,000 miles, leather upholstery, Windtone horns, underseal, one owner, licensed Dec.; £550.—Tel. Brighton 52563 evenings. 55, Tongdean Lane, Brighton. [9780

Singer Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S the Singer buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0986/R

SINGER in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [7254

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

SPORTS CARS

MERCURY offer:—

£295.—1940 Sunbeam-Talbot 4-seater tourer, in black, new hood and tonneau cover.

£295.—1948 Sunbeam-Talbot 4-seater tourer, resprayed green, new tonneau cover.

£295.—1938 Talbot 10 d/h coupe 4-seater, resprayed blue, perfect.

£195.—1935 Hillman Aero Minx Tickford 4-seater d/h coupe, exceptional condition.

TERMS and exchanges.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C3013

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CORDIALLY invite you to visit additional premises in Croydon where a selection of sports, vintage and other cars of quality is available for examination and where our specialist repair and reconditioning, cellulosing, panel beating and trimming facilities provide a complete, knowledgeable and enthusiastic service for the discriminating owner-driver.

124—126, Haydons Rd., S.W.19. Liberty 7677-8. Wellesley Court Rd. (George St.), E. Croydon. Croydon 2555. [C1044

B. & G. MOTORS offer:—

£150.—M.G. 12hp N-type Magnette open 4-seater, black and silver, good all weather equipment, very fast.

£145.—Sunbeam 20hp series T 6-light saloon de luxe, one of the last turned out, ideal hire car or for pulling trailer, etc.

£135.—M.G. 8hp J2 open sports 2-seater, red, a little beauty, smart sound car with slab tank, twin carbs., 4-speeds, foldflat screen and all the gubbins.

£129.—M.G. 12hp open sports 4-seater, beautifully finished in blod red cellulose, quick fillercap, extra large brake drums, etc., terrific performance.

£120.—Ford 8 Alpine open sports 4-seater, red, fitted post-war radiator, almost new hood, goes like the immortal clappers.

£120.—Ford 8 open sports 4-seater, maroon, excellent all weather equipment, lovely engine, fast and reliable car.

£115.—B.S.A. 9hp Scout open sports 2-seater, green, slab tank, foldflat screen, s/ring wheel, many extras, goes really well and a bargain at this price.

£100.—Austin 750cc Ulster type unsupercharged 2-seater, red.

£80.—Wolseley Hornet 12hp Swallow open sports 2-seater, red, very pretty lines and goes like a little bomb.

£69.—Austin 7 de luxe saloon, taxed, blue, loose covers, exceptionally smart and runs like a little dream.

MANY others, terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3576. [C1019

SLOCOMBES, Ltd., Willesden 4869.

WE offer this week with guarantees and insured H.P. terms if so desired:—

1951 (August) M.G. T.D. in cream with red leather, under 12,000 miles, several extras, a really choice example of this fine model; £655.

1950 Morgan 4/4 2-str., red with black leather, twin spares, immaculate condition, 17,000 miles only, fitted radio; £495.

1948 9/9 M.G. T.D. in 2 colours, red and black, with tartan nylon seat covers, reconditioned engine and in most excellent trim throughout; a really sparkling piece for £495.

1939 4/4 Morgan in cream with black leather interior, twin spares, very fast, with the usual leech-like road holding of this fine marque; £285

1951 Jaguar XK120 in suede green with green interior, 7,000 miles only and immaculate from front to rear, £1,110.—Write, call or 'phone, Slocombes, Ltd., 50-52, Dudden Hill Lane, N.W.10.

SPORTS CARS

PERFORMANCE CARS.

WINDMILL GARAGE, Great West Rd., Brentford, Middlesex. Ealing 8841.

ONLY 5 minutes from Northfields Tube Station, Piccadilly or District Underground.

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PICK your choice from the largest sports car show in Britain.

COMPARE all the different models, over 100 cars plainly marked with year and price.

WRITTEN guarantee, immediate h.p. and insurance; B.M.T.A., M.A.A.; appointed R.A.C. and A.A.

ALFA-ROMEO 2.6 s/c Carlton coupe, 1934, £395; 1/2.50 James Young coupe, 1951, £195.

ALFA-ROMEO 2.6 s/c 4-seater, 1934, £295; Alfa-Romeo 2.5 Pinin Farina coupe, 1939, £345.

ALLARD J2, 1951, Ardun heads, £745; Allard 61K 2-seater, 1948, £445.

ASTON MARTIN 1½-litre Mark II 2-4-seater, 1935, £395; Aston Martin 1½-litre 4-seater, 1934, £245.

BENTLEY 3-litre Barker tourer, 1927, £225; Bentley 3-litre sports saloon, 1927, £165.

B.S.A. Scout 10hp coupe, 1939, £175; Daimler 15 Mulliner saloon, 1936, £175.

FORD V.8 91A coupe, 1939, £345; Ford V.8 model 68 2-seater d.h., £145.

FIAT 1100 special 2-seater, 1938, £525; Frazer Nash-B.M.W. type 45 cabriolet, 1936, £195.

HOTCHKISS 28hp Paris-Nice coupe, 1937, £325; Hillman Minx 10hp d.h foursome, 1946, £345.

LAGONDA 4½-litre V.D.P tourer, 1934, £245; Lagonda 4½-litre pillarless saloon, 1934, £245.

MORRIS 10 de luxe saloon, 1948, £285; Morris 14 saloon, 1936, £165.

MERCEDES-BENZ 540K Type B cabriolet, 1938, £495; 500K Type A cabriolet, 1935, £475.

MERCEDES-BENZ Type 290 V cabriolet, 1937, £595; Morgan 4/4 10hp coupe, 1939, £275.

M.G.—See large selection under M.G. column; try us for spares and repairs.

RILEY 1½-litre special 2-seater, 1935, £195; Riley 1½-litre Falcon saloon, specimen, 1936, £245.

ROLLS-ROYCE 20, fitted late close-coupled limousine body, very attractive lines, 1929, £245.

ROLLS-ROYCE Ph. II owner-driver saloon, 1930, £245; Rolls-Royce Ph. I limousine, 1927, £145.

ROLLS-ROYCE Ph. I limousine, 1928, £145; Rolls-Royce Ph. I limousine, 1928, £125.

STUDEBAKER Commander 27hp d/h. foursome, 1938, £275; Singer 9hp Le Mans 2-str., 1955, £195.

STANDARD 12 d.h. foursome, 1938, £245; Talbot 105 V.D.P. tourer, 1936, £245.

TALBOT 3-litre d/h. foursome, 1938, £145; Talbot 10 4-seater tourer, 1936, £255.

VAUXHALL 14hp d/h. foursome, 1938, £175; Wolseley 14 de luxe saloon, 1939, £245.

WOLSELEY 12hp Hornet Tickford coupe, 1954, £175; Wolseley 4-seater tourer, 1937, £225.

PERFORMANCE CARS. [C5041

VINTAGE AUTOS offer:—

£175.—Singer 9 Le Mans 1935 4-seater tourer, mint condition.

£185.—Singer 1934 2-litre 4-seater tourer, just resprayed, rechromed, new hood and curtains, and extensively overhauled.

£85.—Singer 9 saloon, 1933, fitted Le Mans engine.

£75.—Morris Minor cabriolet, one owner since new.

£185.—Alfa-Romeo 1931 16hp foursome d/h coupe.

£225.—Lagonda 4½ 1934 sportsman's saloon.

£125.—Lagonda 3-litre 4-seater tourer, rebuilt, 1949.

£150.—Bentley 3-litre 4-seater tourer, new tyres, etc.

£250.—B.M.W. 1939 2-litre d/h coupe, l.h.d. in excellent condition.

WE pay good prices for good condition sports carriages of all types.

H.P. terms on any car.

OPEN till 8 p.m for inspection 7 days per week.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4059

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:—

A.C. 1936 2/3-seater drop head coupe, 3 carburettors.

BROUGH Superior 22hp, 1938 streamlined Alpine competition open 2/4-seater, cycle wings, discs, aeroscreens, most attractive car.

FIAT 500, genuine 1939 drop head coupe, radio, etc., red with red leather, exceptional; choice of 3 others one supercharged.

HISPANO-SUIZA, July, 1936, very rare 32hp, fitted with beautiful swept-back foursome drop head coupe, reconditioned completely from chassis onwards, showroom condition throughout, dual bronze, plastic hood.

JAGUAR 100, late 1938, 2½, black and red, specimen.

LAGONDA 4½ genuine Rapide speed model, Jan. 1938, twin outside chrome exhausts, streamline tail, specimen car, terrific performer.

MERCEDES 170V model, r.h.d., sports saloon, extensive Mercedes overhaul, immaculate.

RENAULT late 1951 750cc, one owner, 9,000 miles, de luxe, as new.

ROLLS-ROYCE 20 Cooper replica f.d.h., deep radiator, radio and heater, twin pass lamps, 19in wheels, new hood, twin horns, bills available for approx. £300; £400, specimen chassis.

ROLLS-ROYCE 30hp late 1937, fitted with most beautiful French 2-door close-coupled foursome coupe body, finished in black with light blue sides, natural hide upholstery, chassis and body reconditioned throughout, virtually as new.

ROLLS-ROYCE 25hp Windover sports saloon, April 1935, large rear boot, Ace discs, etc., blue with blue leather.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197 Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

ALVIS 12/50 Beetleback, 1926, bodywork in excellent original condition, mechanically good, tyres good, new battery; £100.—10, Fairfield Ave., Staines. [9746

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

BERT MASON SPORTS CARS offer:—

£235 Triumph Dolomite 16hp sports saloon, immaculate, perfect mechanically; £105, Armstrong Siddeley 12hp special sports saloon; £145, Wolseley 12 saloon, completely reconditioned engine, clean car; £145, Jaguar 2½-litre, very clean; £185, M.G. Magnet Airline special sports streamlined saloon, a perfect little beauty; £75, Talbot 18 special sports saloon, very good condition throughout, all new tyres, reconditioned engine; £120, Standard Avon special sports, overhauled engine, very much like a Jaguar in appearance; £90, M.G. 2-seater sports 8hp, very clean, slab tank, etc.; £145, Austin Nippy 2-seater sports, fitted Ford 8 engine and gear box, perfect condition, very fast; £75, Hillman Minx 4-seater tourer in really good all round condition; £195, Triumph Gloria sports saloon, two owners from new, immaculate throughout, mechanically perfect; £28, Austin 16 saloon, needs slight attention; hire purchase on any car; we are open to 10 p.m.

BERT MASON SPORTS CARS, 72, Cricketfield Rd., Clapton, E.5. Amherst 1814. [9866

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

AUSTIN taxi, £25; Austin utility, £35; Austin 10, £95; Alvis Speed 20, £125; Alvis 17, £95; Buick coupe, £75; Commer van, £45; Citroen 12, £65; Daimler 15, £125; Ford 8 (choice of 4), from £95; Hillman 10 (choice of 3), from £85; Humber utility, £75; Lancia Dilambda, £95; Lanchester 10, £75; Morris 8 saloon (choice of 4), from £75; Morris 16, £75; Pontiac utility, £75; Pontiac saloon, £125; Riley 9 (choice of 3), from £55; Riley 14, £35; Rover 16, £145; Rolls-Royce, £95; Standard 12, £75; Singer 9 saloon, £125; Sunbeam 18hp coupe, £95; Talbot 10, £125; Wolseley 12, £95; Wolseley 14, £145.

IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. [C3041/1

PERFORMANCE CARS (West End Branch), 107, New Cavendish St., W.1. (Museum 8221), offer:—

ALLARD 6IK 2-seater roadster, 1948, £445; Aston Martin 1½-litre Mark II 4-str., 1936, £395.

ALVIS Speed 25 saloon, 1937, £195; Alvis 12/50 2-seater, £95.

AUSTIN 8 4-seater tourer, 1946, £175; Austin 8, 1939, £175.

BENTLEY 3-litre short chassis 2-seater, 1925, £345; Bentley 3-litre 4-seater tourer, 1927, £195.

LAGONDA 4½-litre V.D.P. tourer, 1935, £275; Lagonda 4½-litre L.G.45 saloon, 1936, £295.

MERCEDES-BENZ 230V cabriolet, 1939, £595; 500K Type B cabriolet, 1935, £495.

M.G.—See large selection under M.G. column; try us for spares and repairs.

ROVER 16 sports saloon, 1937, £225; Rover 14 sports saloon, 1936, £125.

ROLLS-ROYCE Ph. I limousine, 1928, £125; Singer 9 Le Mans 4-seater, 1933, £95. [C3041/2

LANCIA Lambda, remarkably fine condition, open or closed; seen Herts, Hants or S. Wales; £100 or over.—Box 6080. [9773

£140—Wolseley Hornet 14hp sports 4-seater, engine overhauled.—Atkinson, Shrivenham 200. [9765

SPEEDSTERS, Ltd.—The best conditioned sporting cars in this country.—Offices at "Old Straddles," Cross Oak Lane, Salfords, Nr. Redhill, Surrey. Horley 628. [C4020

475gns.—Singer 9, 1951, 4AB sports roadster, black, fawn upholstery, f.f.s., one careful owner, small mileage, spare unworn, exceptional condition; terms; exchanges.—Rowland Smith, below.

425gns.—M.G. Midget, December, 1949, 11hp T.C. 2-seater, metallic blue, fawn leather, excellent condition; choice of 6 T.C.s; terms; exchanges.—Rowland Smith, below.

325gns.—Frazer Nash-B.M.W., 1937 model, 1½-litre Type 40 super sports 2-seater, metallic green, grey leather, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

CHILTERN CARS offer unsupercharged 1,074cc Alta, £335; 1938 Alvis Speed 25 saloon, £295; 1½-litre Aston Martin Le Mans 2-4-seater, £295; 1938 P.N. Hotchkiss Cabourg saloon, £295; 1936-7 L.G.45 4½-litre Lagonda drop head coupes and saloons, from £395; Le Mans winning 4½-litre Lagonda 2-4-seater, £595; 1937 series 540K Mercedes-Benz foursome cabriolet, £595; 1938 T.A. M.G. 2-seater, £285; 1934 J1 M.G. salonette, £145; 1950 2½-litre Riley Kestrel saloon, £335; 1932-4 Riley 9 Monaco saloons, from £95; 1939 3½-litre S.S.100, £495; 1948 series Singer Super 11 saloon, £385; 1938 Talbot 10 foursome drop head coupe, £345; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

Sports Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0967/R

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

1948 Standard Flying 8 4-seater; guaranteed; £290. —Below.

1939 saloon; guaranteed; £180; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, in excellent condition throughout; £295.—Below.

TANKARD & SMITH, Ltd., offer 1940 Standard 8 saloon in black with blue leather; £220.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1948 model Standard 8 saloon, new engine; £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Standard 8 d/h coupe, reconditioned; £300.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

STANDARD 8

1939 Standard 8 saloon, excellent condition; £195. —Wembley Court Motors, High Rd., Wembley. Wembley 6787-8 [C4050

1947 Standard 8 coupe, excellent condition; £285; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7067. [C3034

1948 Standard 8hp tourer, black and brown leather, genuine 18,000 miles, one owner, exceptionally good condition mechanically; £325.—Paddington 0022. [C2032

£167—12/10/36 saloon, excellent engine, good tyres, blue upholstery, black cellulose.—Wood, The Cleeve, Bodbourne, Malmesbury, Wilts. Malmesbury 3200. [9828

TANKARD & SMITH, Ltd., offer 1947 Standard 8 saloon, black with brown upholstery, one owner, speedometer reading 13,000, very carefully used car in first class condition; £375; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—194/196, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Standard 8 Cars Wanted

STANDARD 8 wanted for cash.—St. Albans 2050. [W2012

STANDARD 9

£85—1933 Standard Big 9 4-door de luxe saloon, carefully used and maintained by fastidious professional owner, delivered free U.K.—Holden Automotive & Marine Co., Ltd., Shipbuilders, Yarmouth, I.o.W. Tel. 384. [9475

STANDARD 12

BLUE STAR GARAGES, Ltd., offer:—

1947 Standard 12; £365.—63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

£200—1939 Standard 12 saloon; also 10hp ditto, £225; terms.—Autosnipe, 5, Balham High Rd. Balham 1509. [C1009

ARCHIE SIMONS & Co., Ltd.—1948 Standard 12 saloon, colour black, grey leather upholstery, engine just reconditioned in exceptional condition throughout; £435.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

STANDARD 14

DICKS.

1948 Standard 14 saloon, recent reconditioned engine; £425.

1946 Standard 14 saloon, bargain; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1948 (June) Standard 14 saloon, clean condition, one owner; £405.

F. CHALLIS, Ltd., 840, Chester Rd., Stretford, Manchester. Longford 2206. [9930

1948 Standard 14 sun saloon, small mileage, immaculate; £495.—Wray Park Garages, Reigate 2263. [9869

1948 Standard 14 saloon, black/ green; £395.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1947 (July) Standard 14 luxe saloon, one owner, tyres good, coachwork splendid, runs beautifully, new battery; £395.—Arnold 3339. [9756

1947 (Nov.) Standard 14, excellent condition throughout, black, green leather; £375.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254) [9604

STANDARD VANGUARD

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1949 Standard Vanguard saloon, maroon coachwork with upholstery to match, one owner only, carefully driven and maintained; choice of several others, 479gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. A. SAUNDERS, Ltd., offer:—

1951 Vanguard saloon, dark green with beige upholstery, recorded mileage 5,900; £650.

836—842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Standard Vanguard saloon, grey, 15,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Standard Vanguard saloon, one owner, taxed, fitted radio and heater; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034

1951 Standard Vanguard saloon, under 10,000 miles, one owner, not used for nine months; £595.

F. CHALLIS, Ltd., 840, Chester Rd., Stretford, Manchester, Longford 2206. [9931

1950 Vanguard, splendid condition; £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1951 Standard Vanguard saloon, one owner, small mileage; £550; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 Standard Vanguard saloon, grey with grey leather upholstery, fitted heater, one owner, 8,000 miles, unmarked; £725.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col 6062. [C3004

1950 (May) Vanguard saloon, black, red leather, heater, 20,000 miles; £565.—John Gray 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

STANDARD VANGUARD

1952 Vanguard saloon, 5,000 miles, leather, heater like new throughout; £595.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1953 Standard Vanguard saloon, 600 miles only, as brand new; £735.—S. F. Erskine & Sons, Ltd., 24 Commercial Rd., Woking. Tel. Woking 330. [9286

1949 Vanguard, radio, heater, all latest modifications, taxed year; £485.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184 10 a.m. to 7 p.m. [C1030

1950 Standard Vanguard one owner, low mileage, radio and heater, black, beige leather; £585.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254) [9603

£615!!!—Standard Vanguard saloon, first delivered and registered 1/11/51, one owner, recorded mileage 12,450, fitted radio and heater, superb order throughout.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1952 Vanguard estate car, 5,000 miles, heater and radio, unmarked and as new; £825; terms; exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881.

NAYLOR & ROOT.—1949 Standard Vanguard, black, red hide, radio and heater, superb condition throughout; £515; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

PRIDE & CLARKE, Ltd.—1949 Standard Vanguard saloons, grey/grey or black/red leather, heater, radio, one owner; choice of 2 from £449; 3 months' guarantee; terms exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Standard Vanguard Cars Wanted

OWNER driver wants nearly new Vanguard.—Box 6128. [9884

WHY accept less for your Standard Vanguard (1949 preferred) when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

£165!!!—Standard 9 2-door de luxe saloon, excellent condition throughout and bargain price. —Below.

£235!!!—Magnificent Standard 14 de luxe saloon, very modern looking, excellent bodywork and interior, bench-type front seat, late owner spent over £65 recently maintaining the vehicle in 100% condition; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Standard Miscellaneous Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973/R

RSROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0967/R

STANDARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

I REQUIRE low mileage Vanguard.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2037

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

H. F. EDWARDS urgently require good Standard for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Standard Spares and Service

S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

KJ MOTORS, Ltd., for spares, reconditioned units. Girling agents.—Bromley, Kent Rav. 3456. [0367/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham Rd., S.W.17. [0522

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5943

STANDARD spares, all models from 1934 by return of post; genuine factory replacement engines; quote commission number when ordering.

WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Distributors, Farnham, Surrey, for all Standard and Triumph spares from 1932 onwards; engines a speciality. [0195/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams: Spikins Twickenham. [0544/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

SIMPSON'S MOTORS offer:—

1952 Studebaker Champion saloon, 4-door, radio, heater, seat covers, low mileage.

1948 Studebaker Champion saloon, fitted with radio and heater, colour maroon.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

RHD late model Studebaker, colour black; £1,050.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

GUY ALFREDS & Co., Ltd.—1946 first registered Studebaker Commander saloon, steering gear change, right hand steering.—6-7, Warren St., W.1. Euston 3238. [C1009

1938 Studebaker President, blue, radio, immaculate condition; £295.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288 or Euston 7811. [C4011

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/3903. [W4015/R

SUNBEAM

1933 Sunbeam 16 saloon, in excellent condition.—T. D. Tabor, Galhampton, Yeovil, Somerset. [9819

1934 Sunbeam 19.8 saloon, in remarkably good condition, used by one owner for past 17 years, clean body work; £170.

F. CHALLIS, Ltd., 840, Chester Rd., Stretford, Manchester. Longford 2206. [9952

SUNBEAM 20 2-str. fixed head coupe saloon, 1927, original condition, a lovely old car, last used Mersham Rally; £90.—Birds, 35, Parkfield Rd., Wolverhampton. Tel. Bilston 41853. [9935

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares, service.—Shandon Garage, Albeville Rd., S.W.4. Tul. 4505. [0515/R

SUNBEAM-TALBOT

DICKS.

1940 Sunbeam-Talbot 10hp sports tourer, very attractive car; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

ACRES offer:—

1953 Sunbeam-Talbot 90 saloon, finished in polly green with light fawn leather upholstery, heater, radio and hosts of extras, works prepared for Monte Carlo Rally (not used), genuine 1,700 miles only, colossal acceleration, terrific performance, must be seen and tried to be believed; offers to:—

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 19 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [S1002

CAR MART, Ltd.

1950 Sunbeam-Talbot 90 saloon, heater, 19,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

SCOTT CARS offer:—

1950 model Sunbeam-Talbot 90 drop head in beautiful condition; £695.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

ROUNDABOUT offer:—

1947 2-litre Sunbeam-Talbot saloon, colour black, an exceptional motor car; £485.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [C9058

WANSTEAD MOTORS, Ltd., offer:—

1949 Sunbeam-Talbot 90, black, immaculate condition; £615.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

1952 series Sunbeam-Talbot 90 saloon, 8,000 miles.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

£275.—1940 Sunbeam-Talbot 4-litre saloon, very clean car, terms.—Autoamps, 5, Balham High Rd., Balham 1509. [C1009

MAY, 1948.—Sunbeam-Talbot saloon, grey, low mileage, perfect condition, one owner and as new, must sell; £465, no offers.—Box 6119. [9914

1949 Sunbeam-Talbot 80 saloon, colour metallic grey, grey leather, heater; £595.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1946 (May) Sunbeam-Talbot sports tourer, 10hp, gunmetal grey, grey leather, low mileage, a specimen car in brand new condition; £485.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1949-50 Sunbeam-Talbot 90 de luxe saloon, black/red leather, moderate mileage, exceptional condition; three months' guarantee; £700.—K. L. M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [C2050

1951 (March) Sunbeam-Talbot 90 saloon (big engine) black with leather upholstery, heater, loose covers, low mileage, one careful owner; £835.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7755. [9946

SUNBEAM-TALBOT

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, 1952, bronze, red leather, just under 12 months old, genuine mileage 7,000, absolutely as new, radio, heater; £895.

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, 1951, very late registration car in metallic grey, also with radio, etc., 2¼-litre engine and improved suspension, one owner and in immaculate condition; £845.

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, 1951, similar model to above with same type engine, somewhat earlier registration but a genuine low-mileage example in pastel green; £795.

CAMDEN MOTORS.—Sunbeam-Talbot 90 convertible (drop head foursome coupe), late 1951 model, bronze/red, late property titled family (two other cars in use), authenticated mileage 8,600, spare unused, and the whole car practically as new, H.M.V. radio, heater, twin wing mirrors and pass lights; £895.

CAMDEN MOTORS.—Sunbeam-Talbot, 2-litre 14hp sports saloon, 1948, steel-grey, one change of ownership only, engine overhauled Nov., 1952, extremely good all-round condition; £545.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports tourer, 1947 model, an attractive looking car with several extras, delightful performance; £375.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1940, prototype of 1947 series, fast and economical, opportunity to acquire a very modern-looking car for modest outlay; £325.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, a sound little runner with good tyres, coachwork somewhat below our usual standard of excellence; £275.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1953 Sunbeam-Talbot Convertible 90, equal to new, 5,000 miles only taxed, radio, driving lamps, seat covers, Windtone horns, cost £1,500; bargain, £1,125 (terms).—Royford Engineering, Southborough 1060 (near Tunbridge Wells). [9918

Sunbeam-Talbot Cars Wanted

CM

CM

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

RROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333).

CANTERBURY.—(Canterbury 5252).

ROCHESTER.—(Chatham 2251).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3400. [0111/R

ROWLAND SMITH'S

ROWLAND SMITH'S, the Sunbeam-Talbot buyers. Hampstead High St. (Hampstead Tube). Ham. 6041. [0990/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W5044/R

£800 to £850 cash waiting for best Sunbeam-Talbot offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9825

H. F. EDWARDS urgently require good Sunbeam-Talbot for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0089/R

CRIPPS of Nottingham urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co. Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46361. [0465/R

Sunbeam-Talbot Spares and Service

GEARS, parts, reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0805

TALBOT

R. F. FUGGLE, Ltd.

1937 110 Talbot sports saloon, coachwork and chassis in splendid condition, finished in grey and black, red interior, taxed for year; £565.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

1936 Talbot 75, black saloon, fawn upholstery, good condition; £190.—Park 5095. [9905

£40.—Talbot 65 sports saloon.—C. Lee, 2, River Court, Taplow, Bucks. Tel. Maidenhead 2713. [9845

325 gns.—Talbot 10, 1938, foursome drop head coupe, gunmetal, grey leather, new hood, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937-8 genuine Talbot sports saloon 17hp; this car is a most exceptional car, the appearance is really superb, the bodywork is equal to new, and of course is coachbuilt and panelled in aluminium, the interior is upholstered in fine quality real leather, the colour scheme is fawn interior with unblemished black and chrome bodywork, fitted discs, new battery, the engine was rebored and crankshaft reground during 1952, this model is fitted with the 4-speed manual gear box, a most excellent example of this quality car; taxed for the year; delivered free; £225.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [6000

TALBOT

1938 Talbot 10 sports saloon, excellent; £295, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991/R

Talbot Spares and Service

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden, Ltd., 289, London Rd., Croydon. Tho. 2022. [0808/R

JOHN BLAND for Talbot, new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandyke 1612. [9572

GEARS, parts, reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0805

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0564/R

TATRA

1946 (registered) Tatra drop head coupe, completely overhauled and reconditioned, ex-Embassy car; £565.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [9525

TRIUMPH

CAR MART, Ltd.

1949 Triumph 2000 Roadster, guaranteed; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1935 Triumph Gloria 10 saloon, bodywork resprayed, engine overhauled, fast and economical, leather interior in extremely good condition; 179gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

BOON & PORTER, Ltd.

1951 Mayflower, grey/red leather, heater, 8,000 miles, one owner, immaculate; £575.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

TOM GARNER, Ltd., offer:—

1952 Triumph 2-litre Renown saloon, metallic grey with red upholstery, radio, heater, 15,000 miles; £1,045.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2029

ROSE & YOUNG, Ltd., offer:—

TRIUMPH Renown saloon, 3,000 miles only, registered January, 1952, whole car as new; £995.

1949 Triumph 2000 razor-edged saloon, immaculate condition, metallic silver; £595.

1949 Triumph 2000 Roadster coupe, low mileage, fitted latest H.M.V. radio and numerous other extras, bronze; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

COOMBS & SONS (GUILDFORD) Ltd., offer:—

1939 Triumph Dolomite Tickford foursome drop head; £395.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1047

1952 Mayflower, grey/red upholstery, radio, heater, £600.—Box 5886. [9424

1953 Triumph Mayflower, 800 miles; £675.—Mansfield Autos, Ltd., Euston 2587. [C3001

1949 Triumph Roadster, finished grey, fitted with H.M.V. radio, one owner only, accept £575. [9957

1938 Triumph Dolomite saloon, maroon, good condition; £220; by appointment.—Wordsworth 4239. [9415

1949 Triumph Roadster, 2,000, one owner, as new; £595, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£265.—Triumph Dolomite 1½-litre 1938 4-dr. sln., exceptional car mechanically, smart appearance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds. Holland Park Tube.) Exchanges h.p. [C1017

1952 Mayflower, grey leather, heater, loose covers, immaculate; £650.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1939 Triumph 16 sports Roadster, £350; and 1936 Gloria 10 saloon, £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

£725.—1951 (May) Triumph Renown saloon, genuine 18,000 miles, one owner, black/beige upholstery, heater.—Royston Motor Co., Ltd., Herts. Tel. Royston 2148. [9710

1951 Triumph Renown saloon, black, one owner, fitted heater, spot lamp, loose covers, De Normanville overdrive, taxed, faultless condition; £795.—Carter Viner, Bexhill. Tel. Cooden 145. [9700

1950 (Late) Triumph Renown saloon, black with beige interior, recorded mileage 9,000, first-class condition; offers wanted.—Dixon's Garage, 154, West Hill, Putney, S.W.15. Putney 0596. [C1075

8000 miles.—1952 Mayflower, blue with blue leather, radio and heater, new condition; £635; terms; exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1949 Triumph 2000 razor-edge saloon, finished black, beige leather upholstery, beautifully maintained by one private owner; £615.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1065

1950 (June) Triumph Renown saloon, black, guaranteed mileage 15,500, extras, loose covers, heater and radio, new tyres and battery, taxed end of year, outstanding condition; £750.—Shute, Caversham Heights Garage, Reading. Tel. 75085. [9621

1951 (December) Triumph Renown saloon, radio, heater, loose covers, pass lamp, grey, one owner, 16,000 miles, virtually as new; written guarantee; £795; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

1952 Triumph Renown, black with brown hide upholstery, latest features, 8,000 miles in new condition throughout, H.M.V. radio, heater; £550 below price when new; 3 months' guarantee.—Henlys, The Square, Bournemouth. Tel. Bournemouth 6514. [9808

525 gns.—Triumph 1800, September 1947, razor edge saloon, black, fawn leather, twin pass lights, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Triumph 1800 razor-edge saloon, this car is literally as new in every detail, finished in the original and unmarked black and fawn leather interior, fitted many extras, mechanically in faultless condition, almost new battery, excellent tyres, taxed; a most beautiful specimen; £475; terms.—MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

Triumph Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992/R

SLOCOMBE'S Ltd. Willesden 4869.

WE wish to purchase clean and genuine Triumph cars.—34/52 Dudden Hill Lane, N.W.10. [W4017

ROADSTER wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [9694A

TRIUMPH in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

I REQUIRE low mileage Renown.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2037

1947/49 Triumph Roadster in good condition urgently required.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

PERFORMANCE CARS urgently require Triumphs.—Great West Rd., Brentford, Middlesex, Ealing 3841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221.

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

£850 cash waiting for best Triumph or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Triumph Mayflower.—May 3051. [W3043

URGENTLY required, good Triumph 2,000 Roadster for immediate cash.—Full details and price to Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0597/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7753. [0143/R

GEARS, parts, reconditioned, guaranteed gear boxes (including Gloria), shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 6159. [0194

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A70 Hampshire estate car, guaranteed; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

JACK STONE & SON, offer:—

1948 Jowett Bradford coachbuilt body, disappearing seats; 1940 Bedford 12hp 5-seater, metal body; 1939 Ford 10hp 7-seater Martin Walter; 1939 Ford V.8 30, 7-seater coachbuilt body; 1938 Morris 12 5-seater; wooden utility bodies built to your own specifications, £155; order your new Vanguard, Hillman, Austin, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

G. W. WILKIN, Ltd., offer:—

1952 Bradford de luxe utility, as new; £575.

1949 Bradford utility, one owner, 17,000 miles only; £500.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

UTILITY CARS

GLANFIELD LAWRENCE offer:—

1948 (Dec.) Alvis 14hp utility, two owners, 34,000 miles, bench type rear seat, very nice throughout; £425.—407, High Rd., N.12. Finchley 0091. [C2053

ROWLAND SMITH'S for utility cars.

545 gns.—Alvis 14, November 1947, 4-door 5-seater shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tail board, heater, good tyres, very good condition; terms, exchanges. Rowland Smith, below.

165 gns.—Jeep (Ford), registered August 1948, coach-built Utility, maroon, bench seat, drop tailboard, spare wheel, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

DAGENHAM MOTORS, Ltd., offer the following car:—

1951 Austin A70 Countryman, brown; £795.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3386; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

A40 Utility van, Nov. 1950, 12,000; £385.—Tel. after 7 p.m. Welwyn 715. [9817

1951 (May) Austin A40 Countryman, one owner, excellent condition; £575.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3025

1949 Jowett de luxe utility, excellent order; £350.—Odeon Motors, Ltd., Barnet 4100. [C3028

STANDARD Vanguard Estate car, almost new.—E. O. Stearns & Co., Ltd., 250, Brompton Rd., S. Kensington, S.W.3. Ken. 0081. [9728

1950 Les-Francis estate car, perfect condition, radio, new tyres, tax Dec., '53; £725, o.n.o.—26, Trinity St., Ipswich, Suffolk. [9917

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

JACK ROSE, Ltd., offer 1947 Hillman Minx Estate car, one owner, open to any examination; £395.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1951 Bradford de luxe Utility, full seating, many extras, mileage 18,000, £400; another, £375.—Buntings, Jowett Main Agents. Tel. Harrow 6225-6. [9860

GUY ALFREDS & Co., Ltd.—1951 Ford Utilloon 8-seater, negligible mileage; 1949 model Allard, metal body utility, outstanding coachwork.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 (Nov., '47) Bradford 6-light, recellulosed in iridescence blue, in superb condition throughout; £225.—2, Wise Lane, Mill Hill, N.W.7. Tel. 5157. Or exchange saloon car. [9904

1949 Bradford de luxe utility, beige, exceptional condition throughout, any inspection, 3 months' guarantee; £365.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

AUSTIN 16 estate car, April, 1949, standard Austin bodywork, ash body with brown leather upholstery, used privately only; £595; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

A BEDFORD utility van, 1950, immaculate condition, many extras, radio, heater, Windtone horns, etc., car seats front and back (removable), one owner, very carefully maintained; £495 o.n.o.—Tel. Berkhamsted 351. [9761

ARCHIE SIMONS & Co., Ltd.—1950 Bedford utility van, for carrying five passengers and ample space in separate compartment for goods, a very unique body on excellent chassis, ideal proposition for country hotel proprietor; £395.—94, Gt. Portland St., W.1. Lan. 1543. [C4015

1952 Humber Super Snipe with most luxurious fitted town and country type saloon in natural wood finish, enormous luggage accommodation at rear; this specialized machine reminiscent of the Hollywood stars' country estate car; cost well over £2,000 and has done less than 3,000 miles; ridiculous bargain, £1,375.—Taylor & Crawley, 48, Kensington Court, W.8. Wes. 6015. [C4036

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993/R

WHY accept less for your Utility when you get its full market value from Ferraris of Cricklewood, Ltd.? 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

CARR BROS. GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6678/9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6595); Airways Garage, opp. London Airport (Hou. 4608); or Head Office, Purley, Surrey (Uplands 4812-3). [W1041

VAUXHALL 10

1946 Vauxhall 10 saloon, a very nice car; £365.—Wray Park Garages, Reigate 2263. [9866

£265—Vauxhall 10 1939 4-door saloon, sliding roof, exceptional condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, H.P. [C1017

1939 model Vauxhall 10 saloon, excellent condition; £395.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

£395!!!—Vauxhall 10 saloon, 1947, late registration car in dark blue with leather upholstery to match, maintained since new by Luton main distributors, a really nice car.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1947 (Aug.) Vauxhall 10 saloon, black, good tyres, well maintained by one owner and recently resprayed, immaculate condition; £395; H.P. and exchanges.—Packman & Nicholls, 281, Sandycombe Rd., Richmond (Surrey) 3477 and 1287 after business hours. [9908

Vauxhall 10 Cars Wanted

VAUXHALL 10 wanted for cash.—St. Albans 2050. [W2012

VAUXHALL 12

COACHCRAFT offer:—

£295—1939 Vauxhall 12 saloon, unique car, perfectly maintained, 3 months' written guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1058

1939 Vauxhall, 12hp, mechanically maintained, good condition, twin horns, spotlamp, private; £310.—Wor. 3905 after 6 p.m. [9900

CASS'S MOTOR MART.—1947 Vauxhall 12 saloon, black, one owner, 26,000 miles, exceptional; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

Vauxhall 12 Cars Wanted

WANTED, 1939-40 Vauxhall 12/4, good condition, private buyer, cash.—Boxmoor 3997. [9766

VAUXHALL 14

PHILIP RICKARDS Ltd., offer:—

1948 Vauxhall 14 J type saloon, black finish; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

LATE 1947 Vauxhall 14, black/brown leather, 26,000 miles only, all good tyres, a very nice motor; £595.

DOUGLAS CAR SALES, 936-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1947 Vauxhall 14 saloon, black, brown leather, one owner, £445.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

PRIVATE owner—1947 J type saloon, black, brown hide, new tyres, replaced engine, H.M.V. radio, good condition; £425 o.n.o.—Box 6118. [9915

1939 Vauxhall 14 J type de luxe saloon, exceptional; £350.—Chain Garages, Ltd., Hanger Lane, Junction Western Avenue, Ealing, W.5. Per. 4404/5. [C1043

1939 Vauxhall 14hp saloon, black with brown leather, reconditioned engine, coachwork in excellent condition; £350.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1948 14hp Vauxhall saloon, fully licensed, really good condition, total mileage 35,000, new engine, and brakes overhauled, at 27,000 miles; this car has been carefully maintained and is in excellent condition, can be guaranteed; the car can be inspected and offers made to—C. A. Leigh, Lakeland Laundries Transport Repair Department, Salthouse Rd., Barrow-in-Fur. Tel. Barrow 2050. [9693

Vauxhall 14 Cars Wanted

1946—8 J type Vauxhall 14 saloon wanted.—Gordon Woodcrson, 46a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [W4059

VAUXHALL WYVERN & VELOX

SCOTT CARS offer:—

1952 Vauxhall Velox, 14,000 miles, immaculate throughout; £825.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

ELITE MOTORS offer:—

1950 Vauxhall Velox, black/brown, radio and heater, speedometer reading 22,000 miles, just fitted with four new tyres and new battery, faultless condition throughout; £575.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

H. A. SAUNDERS Ltd., offer:—

1952 Vauxhall Velox saloon, black with brown upholstery, heater, recorded mileage 15,000 £795.

836—842, High Rd., N.12. Hillside 0024. [C2027

1951 Vauxhall Velox saloon, black, nominal mileage.

1951 Vauxhall Wyvern saloon, black, leather upholstery, low mileage.

1948 Vauxhall Wyvern saloon, black, good mechanical condition, very clean, smart appearance.

ARLINGTON MOTOR Co. Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [8502

1952 Vauxhall Velox saloon, square engine, black, grey and maroon upholstery, 8,000 miles, completely as new; £845.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1949 Vauxhall Velox de luxe saloon, one owner, 15,000 miles only, black with brown hide a beautifully maintained vehicle; £615.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [C4030

1952 Vauxhall Wyvern, guaranteed 4,000 miles, metallic green, immaculate condition, heater and radio; £800.—Stonegrove 6434. [9751

VELOX 1951 saloon, heater, positively as new, silver grey with red leather; 590gns. or exchange coupe;—45, Shirehall Park, N.W.4. Hendon 1648. [9694

1952 series Vauxhall Velox saloon, black, heater, etc., immaculate; £775.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2261-2. [C5067

1952 Vauxhall Wyvern (sq. eng.) sgaloon, green, 5,300 miles, heater, loose covers, mats, fog and reversing lights, etc., perfect as new; £850. Box 6084. [9792

£535!!—1950 model Vauxhall Wyvern, black, leather, heater, practically unmarked.—Northern Motors of Harrow, 186, Pinner Rd., Harrow 4444. [C5025

NAYLOR & ROOT.—1950 Vauxhall Velox saloon, black, brown, heater, low mileage, very attractive; £545, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1951 (April) Velox, black, one owner, in really exceptional condition throughout; £595, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

PRIDE & CLARKE, Ltd.—1949 Vauxhall Velox saloons, black/brown leather, one owner, well maintained, excellent condition; choice of several; £469; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 25

£345 !!!—Vauxhall Grosvenor limousine, 1938, the very desirable 25hp model with the amazingly economical petrol consumption, sound black finish with brown leather upholstery front and rear, division, face forward occasionals, etc.; one of the best pre-war limousines on the road.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2941. Open till 8 p.m. Write for catalogue. [C1055

Vauxhall 25 Cars Wanted

WANTED privately, 25hp Vauxhall 1936-40; write Bailey, condition, etc.—Box 6122. [9887

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4—6, Berkeley Sq., W.1 Grosvenor 4328. [0017/R

1949 Velox, radio, many extras, guaranteed; £480—Below.

1939 Vauxhall J type 14 saloon, guaranteed; £325, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C5029

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Wyvern, 16,000 miles, green, fitted radio, heater, seat covers, link mats, one owner; exceptional condition, mechanically and bodily.

1948 Vauxhall Velox, black, brown upholstery, heater fitted, reconditioned engine 10,000 miles, body condition very good.

1949 Vauxhall Velox, green, brown upholstery, heater and loose covers, body condition good.

1948 Vauxhall 12, blue, brown upholstery, sunshine roof, mechanically sound.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0059/R

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283/R

Vauxhall Miscellaneous Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.
4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994/R

VAUXHALL in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

I REQUIRE low mileage Vauxhall.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2037

REQUIRED immediately, good Vauxhall up to 14hp.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

£750 cash waiting for best Vauxhall or similar car offered.—94, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-seater private 1937/8/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fro. 0063. [0479/R

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.
GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.
BROADWAY MOTOR Co., 8-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams: Autospare Wimble London. [0635/R

KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 3456. [0395/R

GEARS, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers, repairs; trade discount.—10, Winchester Mews, N.W.3. Prim. 2647. [0900

SKURRAY'S, Ltd., Swindon.—Replacement engines and comprehensive range of reconditioned service units; Vauxhall, Bedford main dealers.—Swindon, Wilts. Tel. 2266. [0965/R

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914. [0201/R

VOLKSWAGEN

COLBORNE GARAGE, Ltd.

THE Volkswagen People.—We are the sole distributors for Volkswagen spares in Great Britain and can supply all engines, chassis and body spares, etc.; our workshops are fully equipped for all types of repairs in connection with this vehicle.
COLBORNE GARAGE, Ltd. (The Volkswagen People), Ripley, Surrey. Tel. 2361. [0575/R

£325.—Superb Volkswagen, black, faultless, one owner since new.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

VOLKSWAGEN, 1947, finished in cream and black, upholstery and interior leather to match, beautiful specimen; £295.—Birds, 33, Parkfield Rd., Wolverhampton. Tel. Bilston 41855. [9936

V & F MONACO MOTORS.—The only Volkswagen specialists in London; Volkswagens bought and sold; service, repairs, spares.—3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0300/R

Volkswagen Cars Wanted

VOLKSWAGEN wanted for cash.—Valentine 2098 or 4674. [W2018

VOLKSWAGEN required.—Richard & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics, and offer you full service with repair and parts facilities. [0855/R

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland Distributors for the United Kingdom, Audley House, North Audley St., W.1. Mayfair 5242. [8305O/R

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

1950 6/80 saloon, moonstone grey, 11,000 miles, in excellent condition.

1952 6/80 saloon, metallised grey, 10,000 miles, loose covers, one owner, in excellent condition.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

CAR MART, Ltd.

1952 Wolseley 6/80 saloon, heater, 5,000 miles; £925.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

G. S. HALL, Ltd., offer:—

£325.—1939 Wolseley 16 saloon, recently had £300 overhaul carried out, owned by fastidious owner, kept in new condition; terms, exchanges.

7-SEATER Wolseley 21 saloon, new engine recently fitted, very carefully used; £395; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

E. C. STEARNS & Co., Ltd.

1951 (July) Wolseley 6/80 saloon, grey, mileage 14,258, one owner.—Brompton Rd., S. Kensington, S.W.3. [9729

B. J. HUNTER, Ltd., offer:—

1950 Wolseley 6/80 saloon, carefully used, bargain; £595.

1947 Wolseley 14 saloon, really well kept; £425.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1952 Wolseley 6/80 saloon, grey, 5,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C5051

GLANFIELD LAWRENCE offer:—

1951 Wolseley 6/80 saloon, maroon, 19,000 miles, radio and heater, a very beautiful example; £735.—407, High Rd., N.12. Finchley 0091. [C2055

1938 Wolseley 18 saloon; £195.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

WOLSELEY 6/80 1950 saloon, mileage 21,000; £575; any examination or trial.—Haskins, Ladbroke 1155. [C5027

1939 Wolseley 12 saloon, black with green leather, in original condition, mechanically excellent; £320.
G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

1939 Wolseley 10, a specimen car, upholstery and coachwork in perfect condition, mechanically excellent; £285.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [C5005

£175 each.—1937 Wolseley 12 saloon, and 1937 14hp saloon; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1939 Wolseley 25 saloon, excellent, guaranteed; £190; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4056

WOLSELEY 10 Series III 1957 model 4-door de luxe saloon, excellent condition throughout; £175.—Macaulay 1265. [9945

1950 (October) 4/50, black, brown leather, radio, heater, spotlight, low mileage, beautiful condition; bargain, £620.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056

1937 Wolseley 14 saloon, very sound; £210.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

WOLSELEY

WOLSELEY 1950 4/50 black saloon, heater, small mileage, one owner, very carefully used, seat covers over brown leather since new; £595.—Box 6085. [9787

1948 (Dec.) Wolseley 18/85 saloon, black with brown leather interior, in excellent condition throughout; £525.—Robbins, East Putney. Tel. 4581. [8678

1938 Wolseley 14 saloon, radio, discs, loose covers, etc.; £235; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C5059

1938-39 Wolseley 12/48 saloon, in very good condition, nearly new tyres, new battery, radio; £260.—Leeson, 10, Adelaide St., Crawshawbooth, Rossendale, Lancs. [9/53

1939 Wolseley 12, excellent condition, choice of two, bargain; £295.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

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SELBORNES, World Concessionaires.—82, Park St., W.1 [0662/R

FORD

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444

NEW Ford Consul and Zephyr saloons available for early delivery.

W HAROLD PERRY Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [N3042

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FORD main dealers, sales and service; for early delivery of all models; terms and exchanges.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 1444. [C2021

FORD

ROWLAND SMITH'S for Ford.

IMMEDIATE delivery new Zephyr saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [N4018

DAGENHAM MOTORS Ltd. Ford main dealers.

56 Park Lane, W.1. Regent 4866. 574, Ealing Rd., Alperton, Middx. Perivale 3568. And 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4621. [N1066

ORDERS accepted for favourable delivery.—Pride & Clarke Ltd., Stockwell Rd., S.W.9. Bri. 6251. [0734/R

FORD cars, all models, early delivery.—Herbert Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [N2036

ONE only, new Ford Anglia, delivery from stock.—Wembley Court Motors, High Rd., Wembley, Wembley 8787-8. [N4050

FORD.—John S. Truscott, Ltd., official agents; immediate delivery; exchanges, deferred terms.—175, Westbourne Grove, W.11. Bay. 4274. [N4055

FORD Anglia or Prefect, immediate delivery.—The Goldings Park Motor Co., Ltd., Authorised Ford Dealers, London Rd., Basingstoke. Bas. 241. [0190/R

YOU couldn't do better than secure your new Ford A. now, Anglia, Prefect, Consul, Zephyr saloons available, current market value for your car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

ARTHUR E. GOULD, Ltd., main Ford dealers, sale, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5. Service: Minerva House, Cheniles St., W.C.1. Museum 6075. [0656/R

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Frazer Nash Le Mans Replica, Targa Florio and Mille Miglia models, should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [0476/R

HEALEY

IN stock for immediate delivery:—

BRAND new 2.4-litre Healey Abbott d.h. coupe, grey with red leather upholstery, also Tickford sports saloon for quick delivery.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795/6. [7708

HEALEY Tickford saloon for immediate delivery, any car taken in part exchange.—Rose & Young, Ltd., 65-68, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [N5057

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HENDON CENTRAL GARAGE, Ltd., offer:—

BRAND new

HILLMAN Minx d/h coupes

FOR immediate delivery

WATFORD Way, Hendon Central, N.W.4. Tel. Hendon 8084-5 [N2054

HILLMAN cars and personal service; early delivery at—Green Lane Garage, Ltd., Kenpas Highway, Coventry. [9158

NEW and unregistered 1953 phase V convertible coupe, grey, red leather, black, 1 only; immediate delivery.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [N5011

1952-3 unregistered works mileage Hillman Minx drop head coupe black with red upholstery, offered immediate delivery, list price.—Rootes Ltd., 129, Deansgate, Manchester. Blackfriars 6677. [9856

NEW 1953 Hillman Minx (Phase VI) saloons and coupes, place your order now for early delivery, exchange and hire purchase arranged.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [N5011

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HUMBER Hawk saloon; immediate delivery

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2 [N1001

HUMBER cars and personal service; early delivery at—Green Lane Garage, Ltd., Kenpas Highway, Coventry. [9159

FOR early delivery of Humber Super Snipe and Humber Hawk.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [N5011

HUMBER Pullman 7-passenger limousine, coachwork by Thrupp & Maberly, unregistered, shop-soiled only; reduced price £1,925; illustrated catalogue on request; would consider 2 cars in exchange.—Herbert Robinson, Ltd., Cambridge. Tel. 4461 [N5053

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HENLYS, Ltd.,

ENGLAND'S largest Jaguar distributors.

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HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER 1—5, Peter St. (Blackfriars 7845.) [0155/R

ROWLAND SMITH'S for Jaguar.

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COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford. 62907-9. [0844/R

B

NEW CARS FOR SALE

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DEMONSTRATION car available.

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DISTRIBUTORS near Guildford and Woking.

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SEE under Jowett Classified. [N1049/R

GROSVENOR GARAGE (BFD.), Ltd., Jowett distributors for West Yorkshire, Manningham, Bradford 23081 (6 lines). [0255/R

JOWETT Javelin de luxe and standard saloon, immediate delivery.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2-3. [N4008

KINGSTON-ON-THAMES.—Distributors for Javelin, Jupiter, Bradford vans and utilities; demonstration vehicles available.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4055/R

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford Commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

EDINBURGH.—Distributors for Jowett Javelin and Jupiter cars and Bradford commercial vehicles, up-to-date spares service, factory-trained mechanics.—Eastern Motor Co., Ltd., 52, George St., Edinburgh, 2. Tel. Cen. 6294. [0289/R

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KAISER-FRAZER sales and service, Corps Diplomatique supplied for sterling; prompt delivery; U.S. Service personnel supplied direct from U.S.A.; sole concessionnaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London S.E.5. Rodney 2201-6. [0509/R

LAGONDA

PIPPBROOK GARAGE.—We are officially appointed agents for Lagonda and Aston Martin cars.—London Rd., Dorking 3891. [0159

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. [0041/R

SOUTH WALES.—Mon. main distributors for Lea-Francis products, early delivery offered.—Glanfield Lawrence, Ltd., 2, City Rd., Cardiff (Tel. 20531). [0863/R

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ROWLAND SMITH'S for M.G.

IMMEDIATE delivery new T.D. sports 2-seater.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [N4018

JACK ROSE, Ltd., M.G. agents, can supply from stock.—Stafford Rd., Wallington, Surrey. Wallington 3677/8. [N3056

MORGAN

BASIL ROY, Ltd., Morgan distributors, orders now accepted, new Plus 4 2-seater chassis, immediate delivery.—161, Gt. Portland St., W.1. Langham 7733. [0510/R

MORGAN Plus-4 Distributors.—A new 2-seater available; send s.a.e. for specification.—Motourists (London) Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018/R

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ROWLAND SMITH'S for Morris.

IMMEDIATE delivery new Oxford saloon.

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1953 series brand new Morris Oxford saloon, available ex stock, one only.

MIDLAND MOTOR Co. (Bedford), Ltd., 92, Midland Rd., Bedford. Tel. 4144. [9744

MORRIS OXFORD, black, immediate delivery, part exchange.—Cranmore, Ltd. Tel. 2040 Potters Bar. [N1062

ORDERS accepted for favourable delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [0735/R

MORRIS cars all models, early delivery.—Herbert Mills, Ltd. Gt Portland St., W.1. Langham 3506-7. [N2036

LANKESTER ENGINEERING Co., Ltd., Morris Main Agents.—Complete range of new models on view.—39-43, Eden St., Kingston Kingston 3154. [0264/R

YOU couldn't do better than secure your new Morris now. Minor saloons for early delivery, Oxford saloons available, current market value for your car, subject to inspection.

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NASH cars, spares and repairs through Nash Concessionnaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600.) Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionnaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0730/R

PEUGEOT

TOM KNOWLES, sole Peugeot concessionnaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5343. [0898/R

PONTIAC

PONTIAC.—U.S. Concessionnaires, Ltd., Pontiac Works, 5, Jubilee Place Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

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COLBORNE GARAGE, Ltd., Ripley, Surrey.

SOLE concessionnaires for Porsche cars Great Britain; new cars available to Corps Diplomatique, U.S. Forces and overseas visitors.—Tel. Ripley 2361. Cables: Cobunwagen London. [0572/R

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METROPOLIS GARAGES, Ltd., the Renault distributors, for sales, service and spare parts for all models.—1-31, Maclise Rd. (Olympia), W.14. Sho. 5385-6-7. [0626

AUTO SALES (LONDON), Ltd., are the North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and green service.—59/65, Belsize Rd., N.W.6. Tel. Mnt. 5555. [0110/R

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1½-litre, delivery ex stock, one only.—Montrose Motors Wembley 2636. [0765/R

1½ Riley, olive green, immediate delivery; part exchange.—Cranmore, Ltd. Tel. Potters Bar 2040. [N1062

YOU couldn't do better than secure your new Riley 1½-litre now, current market value for your car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

RILEY.—John S. Truscott, Ltd., official agents; immediate delivery; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4055

NEW 1½-litre Riley saloon for immediate delivery, black, green upholstery.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Square, W.1. Grosvenor 2563. [8059

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OFFICIAL retailers, will be pleased to accept orders for future delivery for the Rolls-Royce Silver Wraith with all types of coachwork.

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SHOWROOMS: 1/5 Peter St., Manchester, 2.

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SERVICE station: Cheetham Hill Rd.

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

GROSE, Ltd., Northampton.

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HENLYS, England's leading Motor Agents.

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KJ MOTORS Ltd., Bromley main agents, offer delivery on all models.—Rav. 3456. [0287

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

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CROYDON.—Main agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

1953 Rover P.4, black, green leather, heater, new, list £1,487.—Robbins, East Putney. Tel. 4581. [9601

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service. Tel. 4444. [8014

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

ROVER

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors service and spares specialists, Alexandra Rd., Plymouth. Tel. 5055. [0901/R

ROSE & YOUNG, Ltd., offer immediate delivery of latest Rover 75, part exchanges welcomed.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [N3057

LAND-ROVER

NEW unregistered Land-Rover for immediate delivery; £598; part exchange or terms.—Taylor & Hales, Farnham Common 673/674. [9723

ROSENFIELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0692/R

SINGER

SM 1500 Saloons and SM Roadsters, 1953 models, quick delivery.

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STANDARD

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon Tel. Cro. 6088/9. [0026/R

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Vanguard saloon at makers' latest reduced price.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER immediate delivery with service on the spot; day and night garage.—Berkeley Square, London, W.1. Gro. 4343. [0840/R

PRIDE & CLARKE, Ltd., offer immediate delivery of Vanguards; choice of colour.—257, Brixton Hill, S.W.2. Tul. 3664/5. [0743/R

KJ MOTORS, Ltd.—Standard, Triumph distributors for N.W. Kent, can offer delivery on all models.—Bromley, Kent. Rav. 3456. [0285

NEW Vanguard saloon, immediate delivery, at the new reduced price, £794/16/8, ex works; part exchanges, easy payment facilities.

McKINNON MOTORS, Ltd., Langhan House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [N3020

YOU couldn't do better than secure your new Standard now, Vanguard saloons available, current market value for your car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

STANDARD.—John S. Truscott, Ltd., official agents; immediate delivery; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4055

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

STANDARD and Triumph (distributors in Surrey since 1911); complete range of new models on show.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 3151-4. [0402/R

ROSE & YOUNG, Ltd., offer immediate delivery of Standard Vanguard, metallic silver, part exchanges welcomed.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [N3057

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

SUNBEAM-TALBOT

BARNET area.—Sunbeam-Talbot main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413

SUNBEAM-TALBOT saloon for immediate delivery.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [N3011

IMMEDIATE delivery of new Mark IIa Sunbeam-Talbot saloon, finished in gunmetal grey with grey leather upholstery, other colour schemes to special order; list price plus purchase tax, £1,347/1/1.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [N1083

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OFFER immediate delivery with service on the spot; day and night garage.—Berkeley Square, London, W.1. Gro. 4343. [0856/R

D. J. SHEPHERD & Co. (ENFIELD), Ltd., can offer:—

IMMEDIATE delivery of Triumph Mayflower.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1631. [N4009

ORDERS accepted for favourable delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [0741/R

TRIUMPH.—John S. Truscott, Ltd., official agents; immediate delivery; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4055

YOU couldn't do better than secure your new Triumph now, Mayflower saloons available, current market value for your car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

LANKESTER ENG. Co., Ltd., Standard & Triumph distributors; complete range of new models on show.—39-43, Eden St., Kingston. Kin. 3154. [0695/R

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VAUXHALL cars.—Shaw & Kilburn, Ltd., Show-rooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

KJ MOTORS, Ltd., main dealers for Bromley Orpington and district.—Bromley, Kent. Rav 3456. [0221/R

WOLSELEY

JACK ROSE, Ltd., Wolseley main agents, can supply from stock.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [N3056

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1 (Mayfair 5951). [N4046

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VAUXHALL self-drive 1950-52 Wyvern, Velox, heater, costs £7 ($19.60 U.S.) per week, winter 4gns. ($11.75 U.S.) per week, small mileage charge; alternative rates; radio, A.A., R.A.C., Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear 36, Mackenzie St. Tel. Slough 20501. [0132/R

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SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

IRISH touring, hire it and drive it, the Morris Oxford and Minor.—Skelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [3132

SELF-DRIVE hire, inclusive terms, 1952 saloons.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [0458/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12 Codrington Mews, W.11. Park 9864/5. [0466/R

LONTAX, Vic. 7771/2, the private chauffeur-driven car hire service; London's lowest rates.—Dolphin Square, S.W.1. [0042/R

SELF-DRIVE, post-war cars at competitive rates.—Rons Ltd., 3, Choumert Rd., Rye Lane, Peckham. New Cross 2103. [9064

YORKSHIRE.—Drive Yourselves (Hull), Ltd., Morris Minor, Oxford Six, Jaguar Mk. V.—362, Anlaby Rd., Hull 51039. [9191

SELF-DRIVE 12gns per week, no mileage limit; go anywhere.—C. & S. Motors, Dudden Hill Lane, Neasden, N.W.10. Gladstone 8605. [0836/R

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

WIMBLEDON CAR HIRE.—Self-drive specialists, 1951 and '52 Austin A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3834. [0811/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

A40s £10 p.w., 350 free miles; excess 6d per mile.—Truman's Garage, Arthur Court, Queensway, Bayswater W.2. Bay. 6415. [0686/R

OVERSEAS tourists, modern self-drive cars may be hired from Self Motoring, Ltd., Elvaston Mews, Queen's Gate, S.W.7. Tel. Bayswater 8229. [5367

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UNLIMITED mileage from 10gns weekly (oil and insurance included), also Zephyrs, Consuls, Pilots, A40s, etc., at low rates.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Paddington 2646/6801. [0618

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage, cars delivered.—Bri. 5532; 290 Milkwood Rd., Herne Hill, S.E.24. [0683/R

SELF-DRIVE.—Coming on leave, visiting Britain? Keenest rates, reduced charges, extended periods; 50 latest models.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [0031/R

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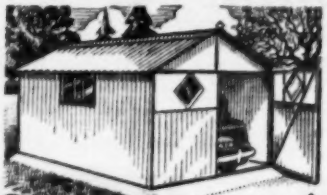
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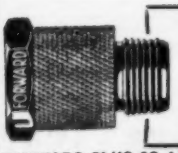
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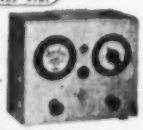
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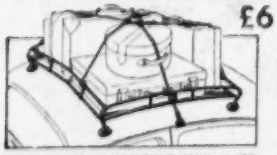
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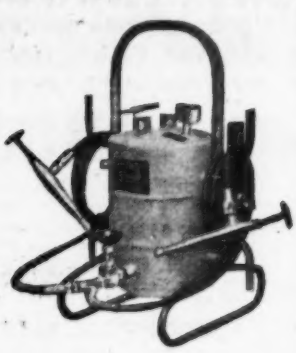

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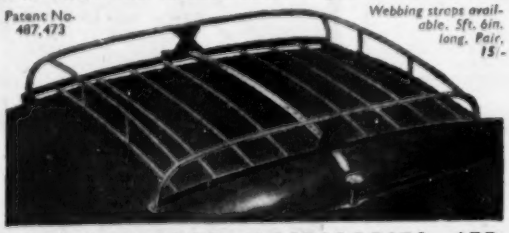

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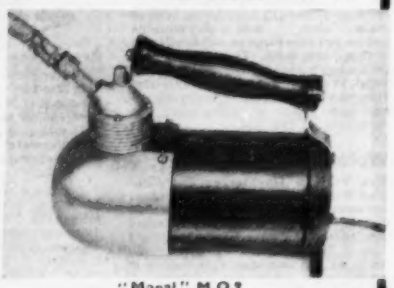

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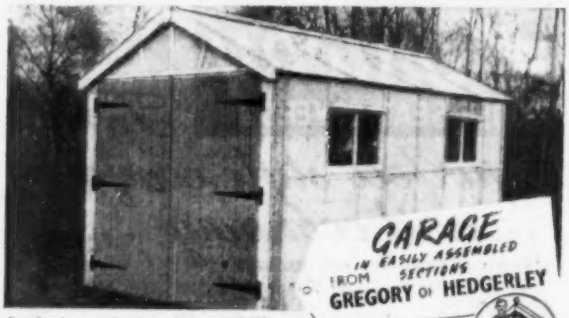

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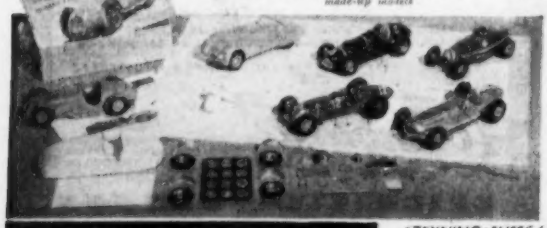

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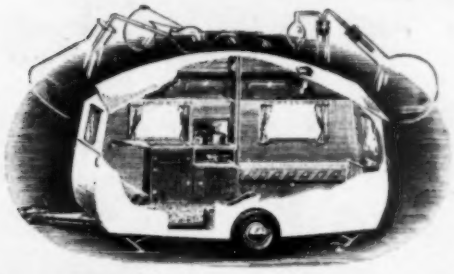

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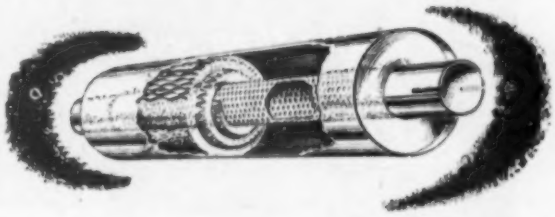

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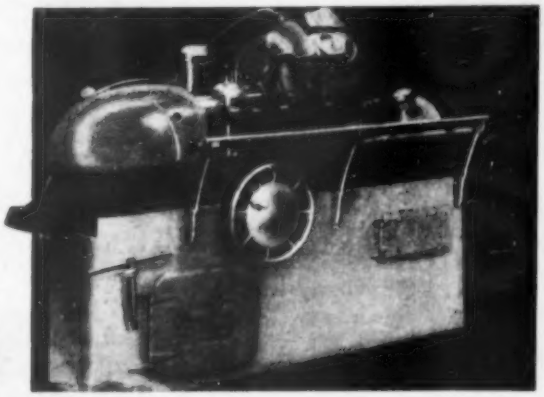

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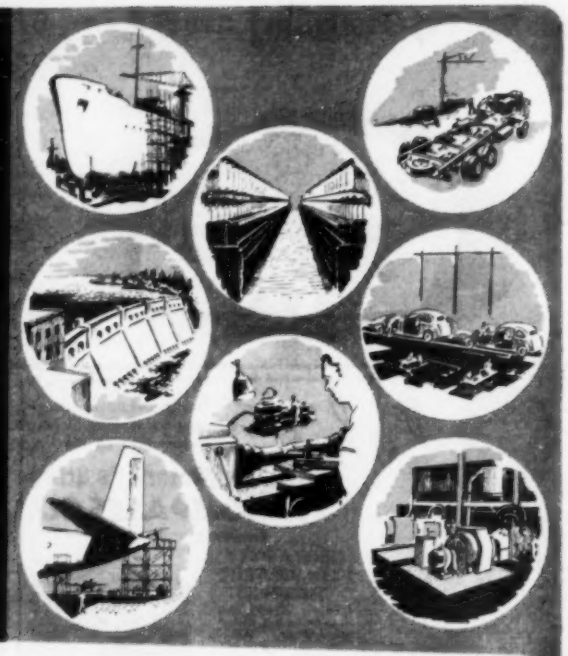

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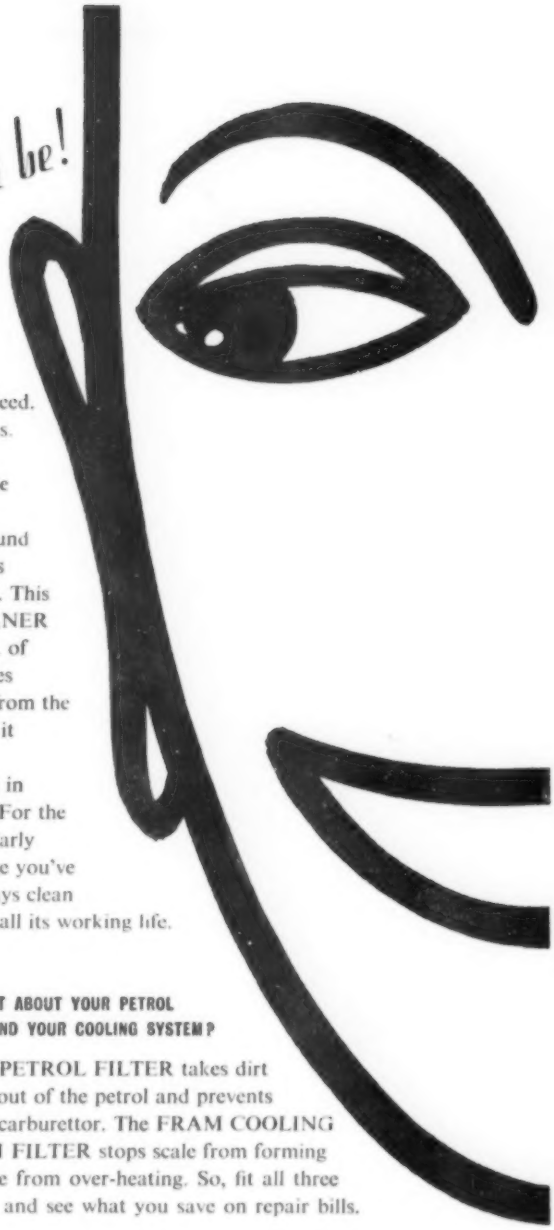
That's where the muck should be!



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★ Lucas Patent semi-linkless cell assemblies give the most advanced clean top to battery, the shortened inter-cell connectors reducing the internal resistance.

★ Lucas Patent Porous Rubber Separators—for high efficiency—ensure long life and maximum performance.

★ Lucas Patent "Correct Acid Level" Device, with protective rubber vent plugs, make for ease of maintenance.

● Lucas "Milam" cases, tested to 60,000 volts, are fitted with reinforced inter-cell partitions.

● Lucas grid alloy—only the finest refined lead is used—its high resistance to corrosion ensures long battery life and high performance.

LUCAS "King of the Road" BATTERIES

have 2 YEARS insured life

(This scheme applicable to home market only)

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